

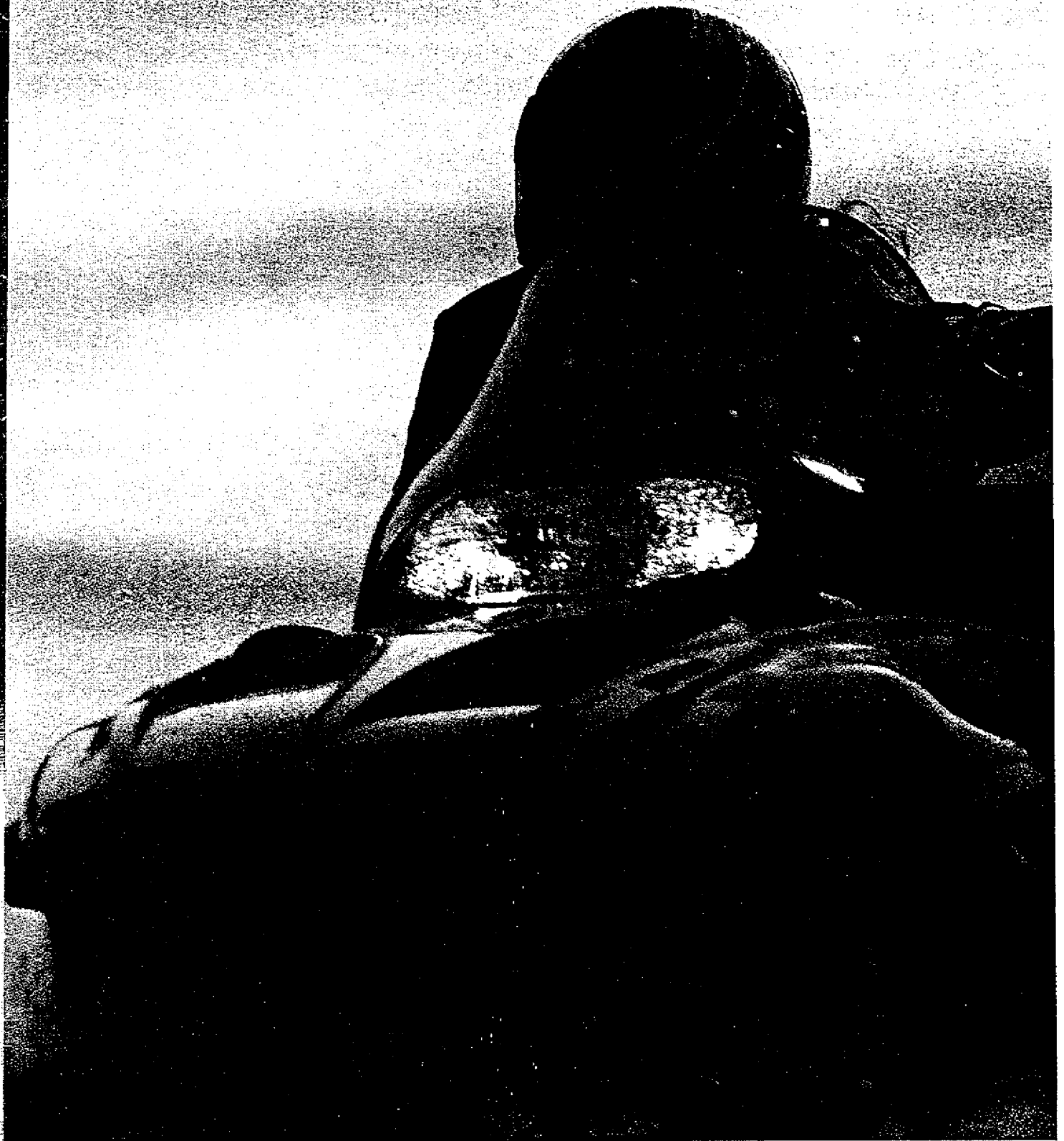
EXHIBIT M

201



WHAT SNOWMOBILING'S ALL ABOUT.

The most important thing to look for in a snowmobile is yourself.



ARCTIC CAT®

WHAT SNOWMOBILING'S ALL ABOUT.™

Recently, a story has come to our attention. By all accounts, it's been circulating among snowmobilers at trailside cafes, snowmobile races and gas stops — really anywhere snowmobilers congregate. Its origin is unknown. It could have been anyone, anywhere from Newfoundland to Alaska, or Pennsylvania to Tahoe. Therefore, we can't attest to its truth.

A snowmobiler was working in his garage one day. Back in a corner, wedged between a couple racks of deer antlers and the wall, was an old box containing what looked like the rejects from a rummage sale. Peeking out of the junk was the neck of a tarnished brass bottle. Curious, the snowmobiler grabbed the bottle, blew off some dust and gave it a swipe with a rag. An enormous genie emerged. He straightened his bejeweled turban and proclaimed, "You know the drill." Without hesitating the astounded snowmobiler rattled off his wishes. "I want a million dollars. A new Arctic Cat ZR® 800. Three feet of snow. And a long, groomed trail." The genie crossed his mighty arms and began to nod — then cried out. "Hey, that's four wishes! You only get three. You've gotta give one back." "Oh," said the snowmobiler. "Skip the million bucks."

If you choose to repeat this story, don't be surprised if the snowmobiler you're telling it to replies, "What's so funny about that — that's what I'd do." Or maybe, "I'd go for the Thundercat," myself." And so forth.

For the year 2001, there are 31 Arctic Cats to wish for, detailed in the following pages. Our passion makes us confident that there's one you'd trade anything to get. It's What Snowmobiling's All About.™

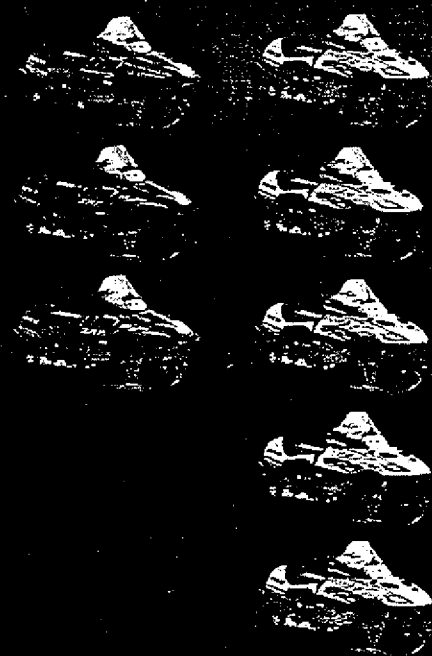


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Performance

Whether it's the thrill of victory that moves you or the thrill of riding the most advanced, proven technology that moves you, look here to find out about the latest developments like our Arctic Power Valves™ that give you the ultimate in performance.





Maybe you live to ride on a trail that snakes through stands of bare birch and aspens for miles and miles.

Maybe on a mountainside that's buried beneath a chin-deep blanket of untracked powder. Across a frozen lake. An ice oval or Snocross course. Even a grass-covered field in September. Maybe you ride with your buddies, family or snowmobiling club. Or all the above. You have a passion for snowmobiling.

Your passion for snowmobiling is the blueprint for Arctic Cat® snowmobiles.

That's because your perfect sled reflects how you like to ride, where you like to ride and why you like to ride.

Once you've found your sled, you'll come to identify with it and soon, be identified by it. The perfect sled is a mirror reflection of you.

Here's a tall promise about your perfect sled. You will find it in this booklet. Knowing that no two snowmobilers are exactly alike, how can Arctic Cat make a snowmobile that's as individual as you are? Simple. We're as passionate about snowmobiling as you are. The engineer who determines the suspension geometry, the assembler who bolts the engine onto its mounts, the CEO who runs the company, the designer who sculpts the hood, and the technician who stitches Arcticwear® garments, just to name a few. We know you because we are you. This tells us what you want in the sled you ride, the accessories you choose and the clothing you wear.

28



15



Trail

Do you measure happiness by the speedometer or odometer? One thing is sure. Thanks to new features like our Flex Drive™ electric start, there's no more exciting machine to find it on than an Arctic Cat trail machine.

Mountain

2001 represents a banner year for our powder lineup. Our exclusive new parabolic ski design is just one of the many exciting improvements we've made — all with the purpose of helping you get the most out of your riding.





Touring

For many people, snowmobiling is a sport with no losers, only winners — the prizes being togetherness, fun and shared experiences for everyone who partakes. We've made your riding experience the most comfortable ever with a new modular saddle that can be adjusted for one rider or two.



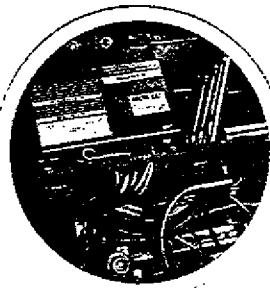
Sport Utility

The Bearcat WideTrack is the ultimate vehicle for the person who rides a snowmobile to, from and during work. You're the envy of weekend snowmobilers everywhere. For you, we've engineered a sled with the maximum flotation and towing capacity you need every day.

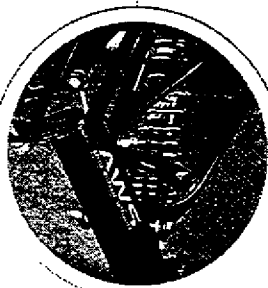


At Arctic Cat, we're always improving our snowmobiles to provide the best product and value. That's why the specifications for 2001 model Arctic Cat snowmobiles in this brochure at the time of printing are subject to change without notice. See your dealer for details.

Technology



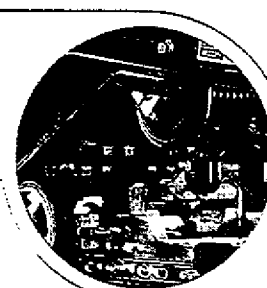
No other brand of snowmobile offers electronic fuel injection, let alone the weight-saving batteryless electronic fuel injection (BEFI) found on select Arctic Cats. BEFI gives you easy starts and spot-on performance in temperatures ranging from -40° to +40° at altitudes ranging from sea level to 10,000 ft. And there are no carbs to re-jet. You wouldn't buy a car without EFI, why would you buy a sled without it?



We modeled our AWS™ V double-wishbone front suspension after the front ends of lady cars. It virtually eliminates bump steer and scrub to provide the most precise handling available. Meanwhile, its long travel takes the pounding from the trail so you don't have to. It's another engineering first from Arctic Cat that the competition hasn't come close to matching.



A light, easy pull on the lever is all it takes to discover why our hydraulic disc brakes set the standard for control and stopping power.



Developed by Team Arctic's Kirk Hibbert, our exclusive Torque Sensing Link™ (TSL) uses the natural torque of the track to counteract the compression of the rear arm during acceleration. This helps maintain full suspension travel while assuring proper track tension through the full travel of the suspension so you can attack the trail more aggressively and experience the highest performance.

Arctic Cat engineers consider the saddle to be a part of the rear suspension. The foam padding is formulated to make your ride more comfortable in all temperatures.

For more riding with less frequent fueling stops, Arctic Cat two-up sleds feature generous 13-gal. fuel tanks, one-up machines have 12-gal. tanks, reshaped for improved ergonomics.

Our integrated 8-bulb halogen headlight creates a wide arc of illumination, providing improved visibility.

The slide-rail rear suspension we introduced to snowmobiling has evolved into the FastTrack® Long-Travel Rear Suspension System with Extra Travel Tunnel (ETT™) and Torque Sensing Link (TSL) found on most Cats. In a nutshell: more suspension travel for extra comfort, a lower center of gravity for better handling and finally, better responsiveness during acceleration.

Arctic Cat triples and high-performance twins will ride on Arctic Cat High Performance gas shocks. The only shocks made by a snowmobile manufacturer exclusively for use on snowmobiles, they have four seals to lock out the moisture and grit that can shorten other shocks' lives. They feature a Melanite™ coating to reduce friction. And they're rebuildable.



We get there first with technology so you get there first on your sled.

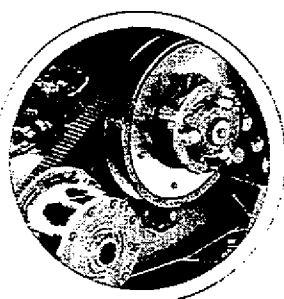
Engineering firsts translate directly into firsts for you — it's just that simple.

Or is it? Because engineering firsts don't just happen, even though

Arctic Cat® engineers make it look that easy. Don't be deceived. After a long day of working out new ideas on design computers, Arctic Cat engineers go home to their "private labs" at home — their garages — where they wrench on their own machines into the night. A cold supper is a small price to pay when you have a passion for getting there first.

Not surprisingly, today's Arctic Cats have so much unique technology — technology developed by Arctic Cat that's clearly superior to competitive offerings — that a special designation became necessary: ACT.™ That stands for Arctic Cat Technology. This technology isn't limited to our high-performance machines. For example, when we introduced our AWST™ V front suspension, it first appeared on our entry-level sleds. Our FasTrack Long-Travel Rear Suspension System is found on every full-sized Cat®. And every Cat has a double-wishbone front suspension. NiCast™ cylinder plating that fights engine wear and GraFoil™ exhaust seals that add durability are two more examples of ACT technology that benefit sleds throughout our line and give Arctic Cat riders better value.

While our overwhelming success in competition might lead you to think otherwise, we don't just make sleds for racing. Just ask the rider who's spent a day riding in comfort on his Pantera®. Or the Z® rider who's looking for a carefree weekend on the trail. Or the Mountain Cat® rider who just set a highmark. There's more than one kind of rider, so there's more than one kind of Arctic Cat. But there will always be only one kind of Arctic Cat technology — the most advanced available that gives you the most pleasure and excitement on the snow. It's What Snowmobiling's All About.



When it comes to transferring the power of the engine to the track, no clutch made by any other manufacturer has the design or technology of the Arctic Cat roller cam driven clutch. It stands alone. The power is smooth, responsive and dependable.



Thanks to our new Arctic Power Valves™, you get more responsive acceleration over a wide range of RPMs, improved fuel economy and minimum maintenance. Unlike competitive systems that employ simple exhaust pressure, Arctic Power Valves are electronically controlled, utilizing a servomotor that activates the exhaust valves based on information from the ignition.

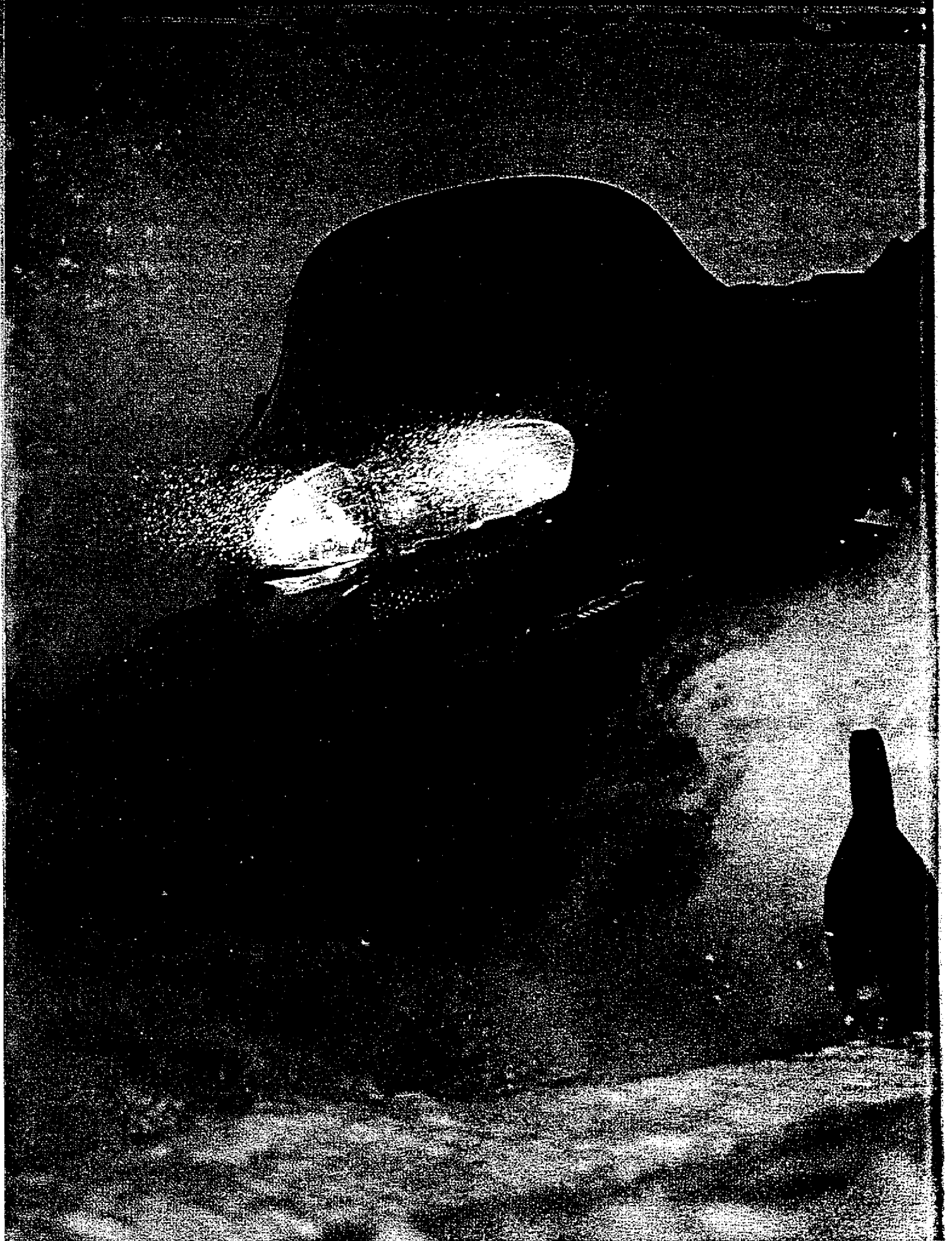
Mikuni™ flat slide carbs are standard on high-performance Cats. Exclusive batteryless electronic fuel injection that gives the all-weather, any-altitude performance benefits of EFI without the added weight of a battery is available on select models.

This highly advanced hood design evolved from the experience of our engineering team. The shape improves the sled's air intake, performance in the moguls and venting to the clutch and brakes. The hoods and belly pans of today's Arctic Cats are injection molded to provide the highest level of fit, finish and durability.

Arctic Cat took other manufacturers to school in the area of weight savings with our extruded aluminum front frame. It sets the standard for durability and incorporates a cooling cavity to save even more weight.

Arctic Cat has led the way in the development of lighter, better-handling plastic skis. This year, all Cats except the Z® 120 will ride on plastic skis.

It's a win-win situation. Trophies for Team Arctic, technology for you.



Performance

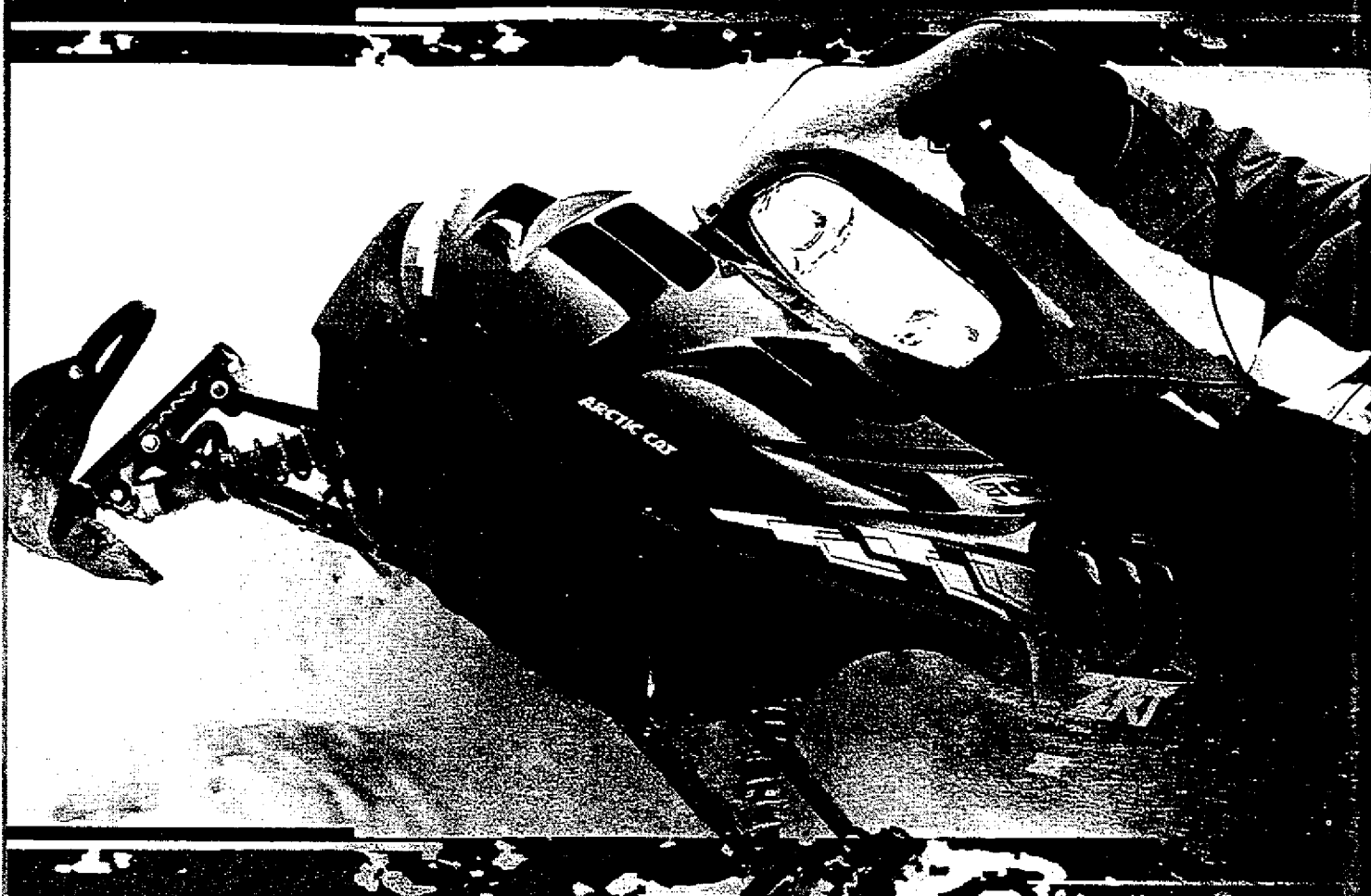
There's a word you won't find in the vocabulary of anyone loyal to Team Arctic®. You'll find it in the dictionary between Los Angeles (city and seaport on the SW coast of California) and losel (a worthless person). A word so profane, Arctic Cat forbids its use. It means the opposite of win. Not that it matters, because all Team Arctic does is win, win, win. In any competition ranging from Snocross to Ice Ovals to Cross Country to Hillclimbs, if there's snow on the ground, Team Arctic will dominate the field.

How is this so? For one thing, the top riders all ride Cats. Managed by racing legend Brian Sturgeon and anchored by Kirk Hibbert, the Team Arctic roster includes such notables as Blair Morgan, Toni Halkonen, Earl Reimer, Aaron Scheele, Carl Kuster, Dan DeVault, Ivan Hanson, Kelly Shilts, Brad Pake, Gabby Rivard, Jolene Bute, Michelle Pasch and many more. This who's who of racing is supported by the best crews and the best fans.

Now consider the sleds that the top riders ride.

The true measure of Team Arctic's success isn't found in the winner's circle, but in the Arctic Cat you ride. Because it's there that the advanced technology, proven in the heat of competition, is brought to bear. The new Arctic Cat Power Valves, AWS V front suspension, Torque Sensing Link, Arctic Cat High Performance shocks, roller cam clutches, Exhaust Pipe Temperature Sensor™ (EPTS) and FastTrack Long-Travel Rear Suspension System on your Cat are just a few of the innovations that not only withstood the demands of racing, but excelled there. And most are found on virtually every Cat made.

If the thrill of victory is what moves you or if the thrill of riding the most advanced, yet proven technology is what moves you, direct your attention to the following pages for a breakthrough year for Arctic Cat and you. It's What Snowmobiling's All About™



You come across all kinds of nasty things on the trail. These for example.

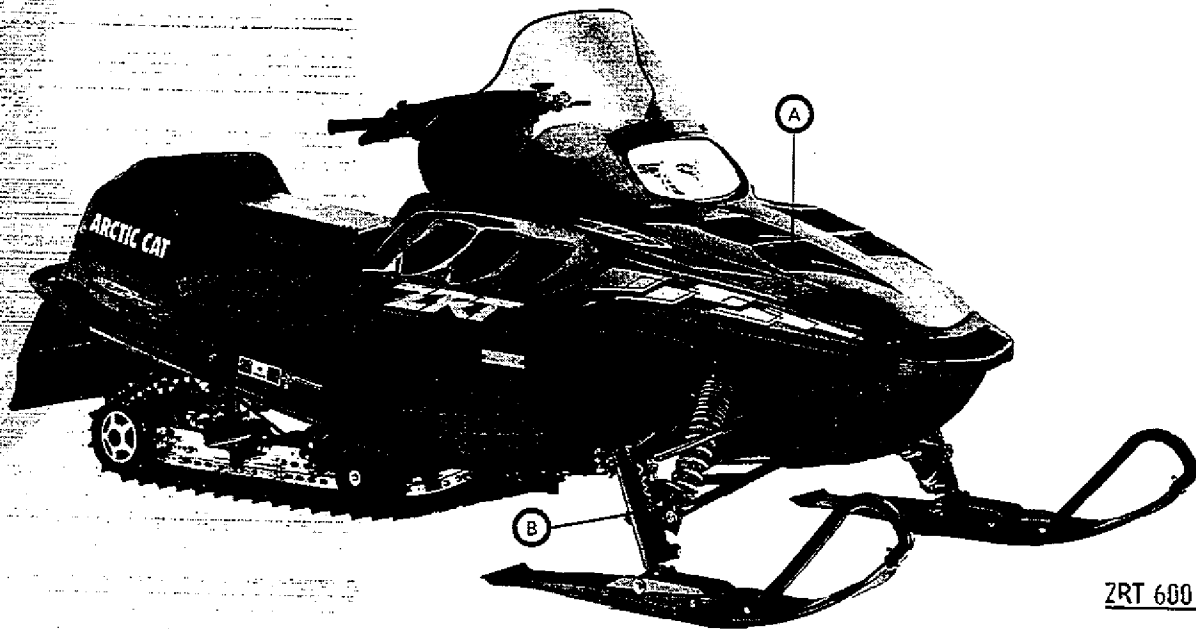
No apologies. No excuses. Just three bottomless wells of smooth, pure, unadulterated power. Our trio of triples is headed up by the Thundercat, the reigning NSSR world-record holder and daddy of them all. A 999cc case-reed inducted, liquid-cooled triple with triple Mikuni TM carbs, triple pipes, NiCaSil-plated cylinders and our exclusive smooth-turning counterbalanced shaft. Next in line is the ZRT® 800 — same goodies in a 794cc mill.

Now, for the exciting news — the ZRT® 600 now sports a case-reed, liquid-cooled triple with triple pipes and our new Arctic Power Valves, giving you awesome throttle response and increased power throughout a wide rpm range, better fuel economy and low maintenance. Also new for 2001 are 12-gal. fuel tanks. Standard equipment on all our triples, they've been reshaped to balance range with added comfort.

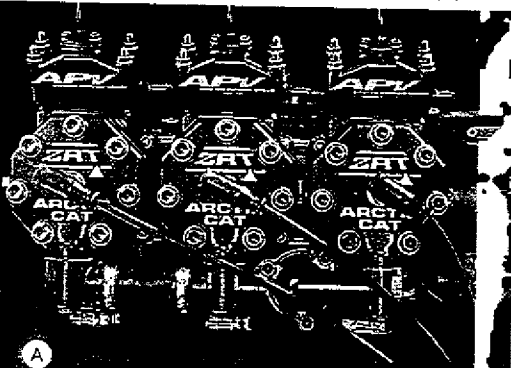
Many people call these triples "pond rockets," acknowledging their ballistic acceleration and stellar top-end performance. But it's also fitting when you consider our triples' sophisticated guidance system: the exclusive AWS V front suspension. The responsiveness of this front end allows our triples to corner with ease, outhandling plenty of competitive twins. It virtually eliminates bump steer and scrub. And it features Arctic Cat High Performance shocks, as does the rear suspension. The skid includes our FastTrack Long-Travel Rear Suspension System with Extra Travel Tunnel (ETT) and Torque Sensing Link (TSL). This setup keeps your center of gravity low for better handling while creating 13.5 in. of bump-eating travel.

The Arctic Cat triples. They come across as nasty, only because they are.

Performance

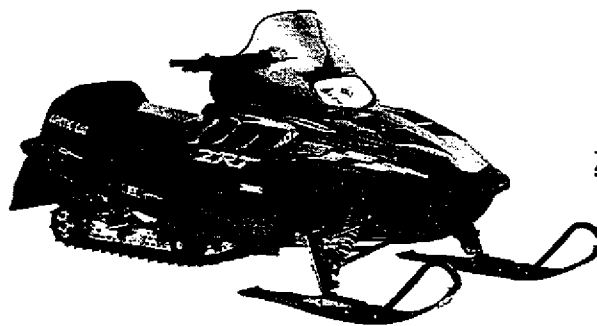


ZRT 600

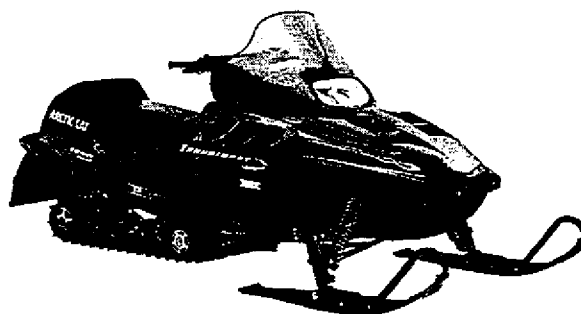


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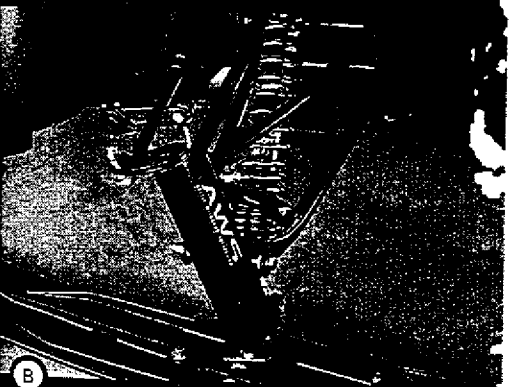
Whoop-Ass ingredients: One 594cc liquid-cooled triple, triple carbs, pipes, and Arctic Power Valves — electronically controlled utilizing a servomotor for more horsepower, better fuel economy, a broad power range and low maintenance.



ZRT 800

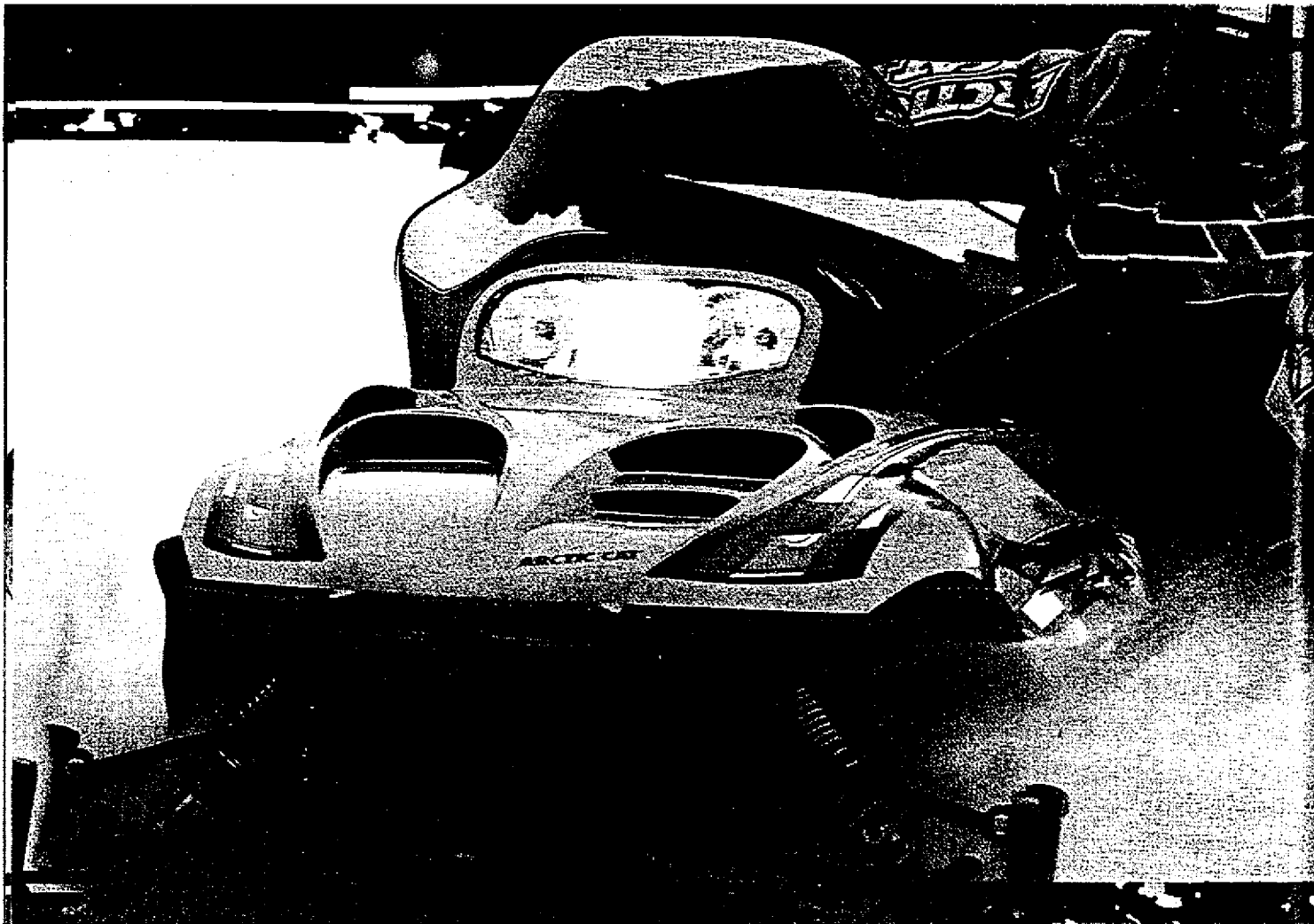


Thundercat 1000



B

Our exclusive AWS V front suspension virtually eliminates bump steer and scrub for the most precise handling available. Its long travel takes the pounding so you don't have to.



You skipped right to this page to see the new ZR® 800, didn't you?

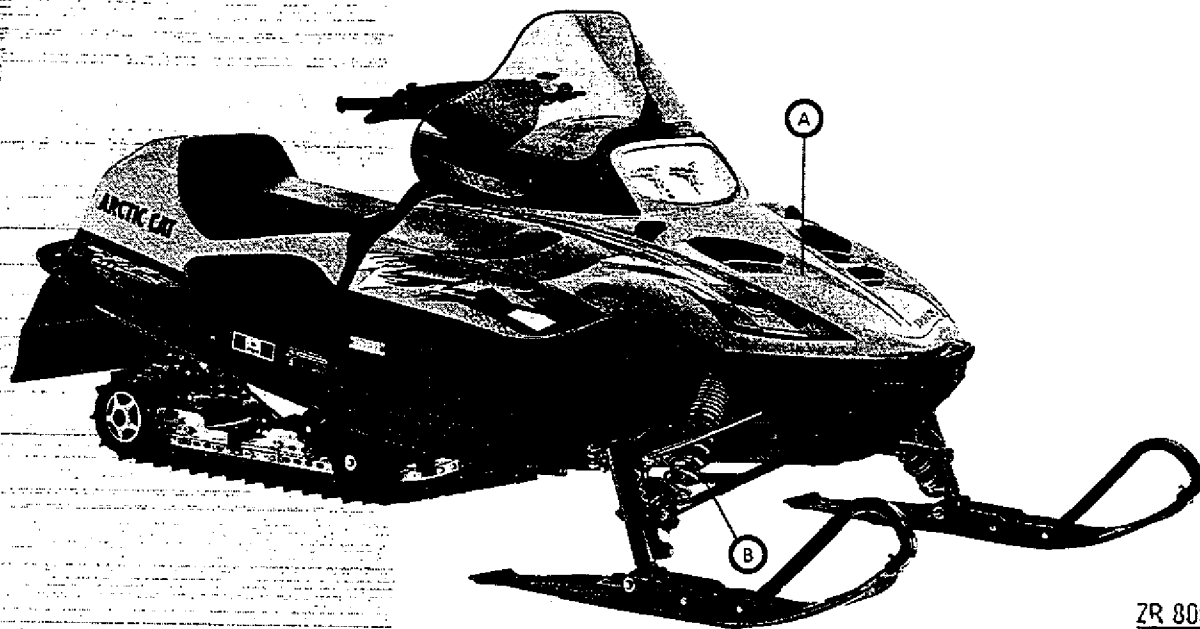
Who can blame you? The new liquid-cooled, case-reed twin with NiCaSil-plated cylinders and Arctic Power Valves that displaces 785cc and churns out 140 ponies is an awe-inspiring display of technology. When it's nestled in the chassis of an Arctic Cat ZR®, you have the stuff snowmobiling dreams are made of.

That isn't the only news in the ZR stable this year. All ZRs received a reshaped 12-gal. fuel tank for a better balance of range and ergonomics. What's more, the ZR® 500, ZR® 600 and ZR® 600 EFI also received Arctic Power Valves. While they more than held their own against competitive machines without them, the sentiment among our engineers was, "Why not show the other guys what a real butt kickin' is like?" In addition, the carbureted ZR 500 features an Exhaust Pipe Temperature Sensor (EPTS) for better out-of-the-hole acceleration, regardless of pipe temperature.

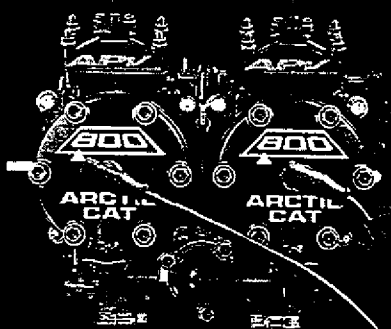
The suspension department is further cause of dismay in enemy camps. Up front, there's the AWS V suspension — razor-sharp cornering without bump steer or scrub. Arctic Cat High Performance shocks are featured here and in back. In back they're part of our FastTrack Long-Travel Rear Suspension System with Extra Travel Tunnel (ETT) and Torque Sensing Link (TSL). This skid chews up the bumps and spits them out in the competition's face.

Now you have only two decisions. One: Which ZR do you choose? Two: Do you skip to the spec page, or start reading from the beginning of the brochure to see what you missed?

Performance

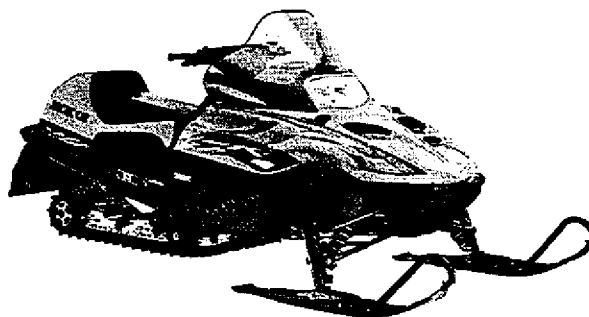


ZR 800

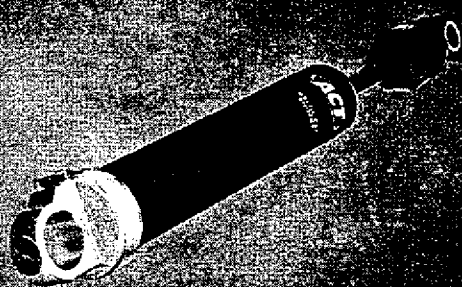


A

This is it: The ZR 800's 140-hp 786cc liquid-cooled, case-vent twin with Arctic Power Valves — electronically controlled utilizing a servomotor for more horsepower, better fuel economy, a broad power range and low maintenance.



ZR 600
ZR 600 EFI*



B

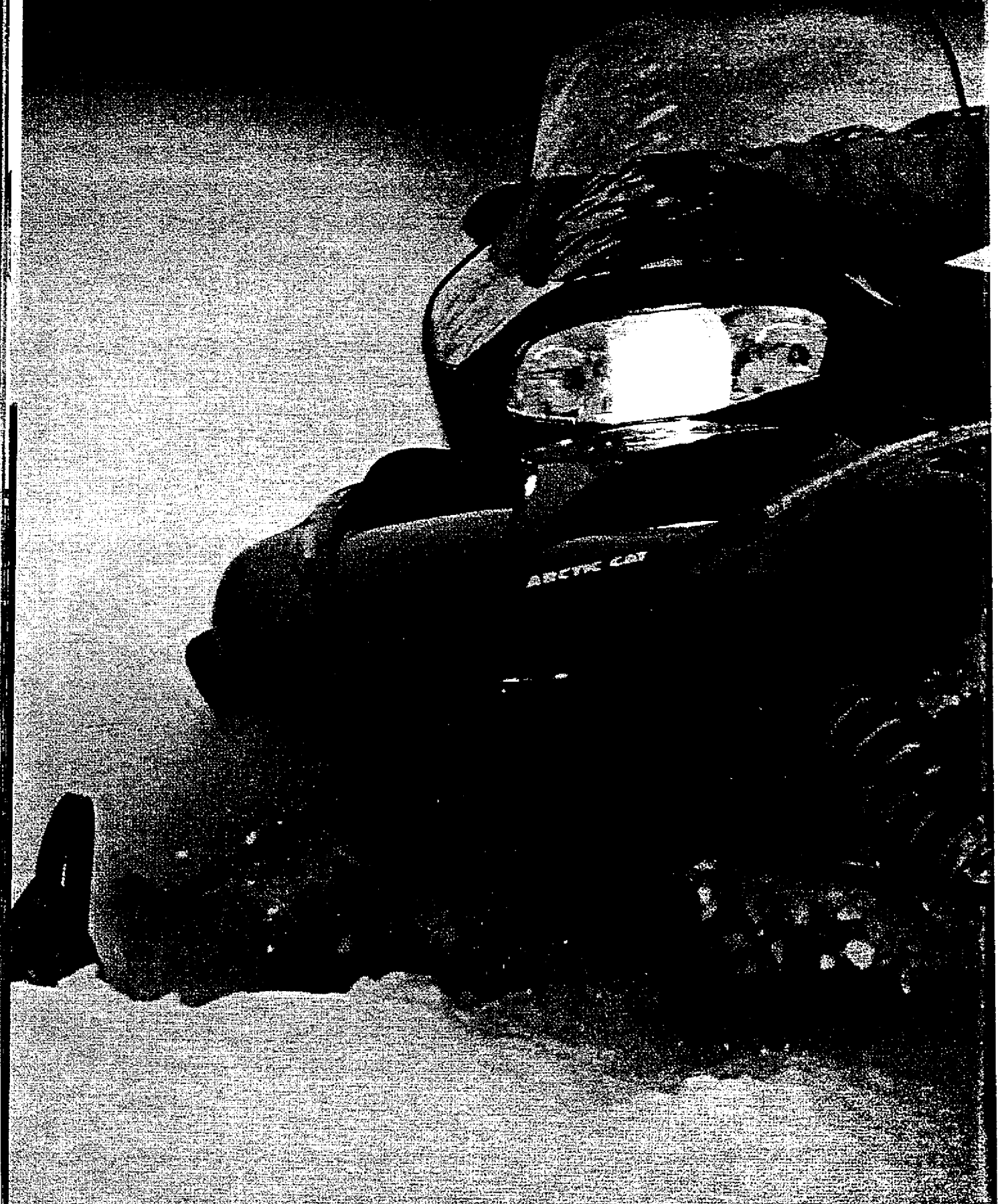
Arctic Cat High Performance gas shocks, made for the punishing conditions of aggressive trail riding. They're rebuildable, with Melanite shafts and four seals to keep out moisture and grit.



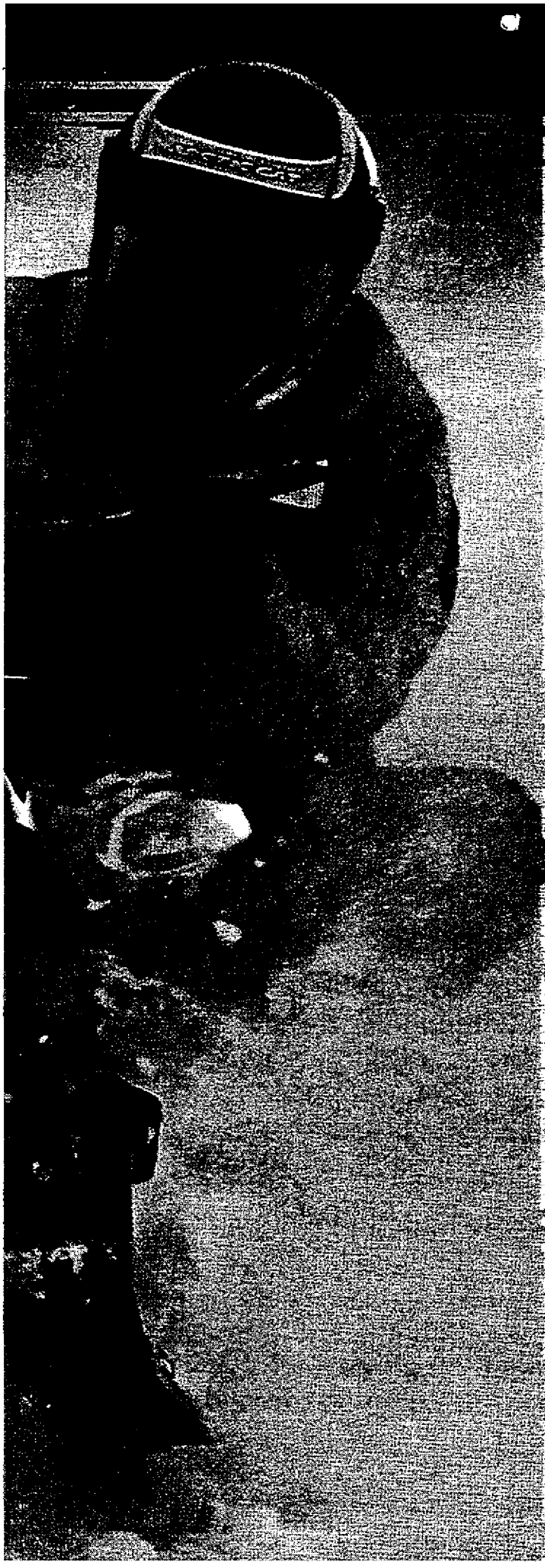
ZR 500
ZR 500 EFI*

*not pictured

You're ten miles up the trail when you realize you left your troubles at home.



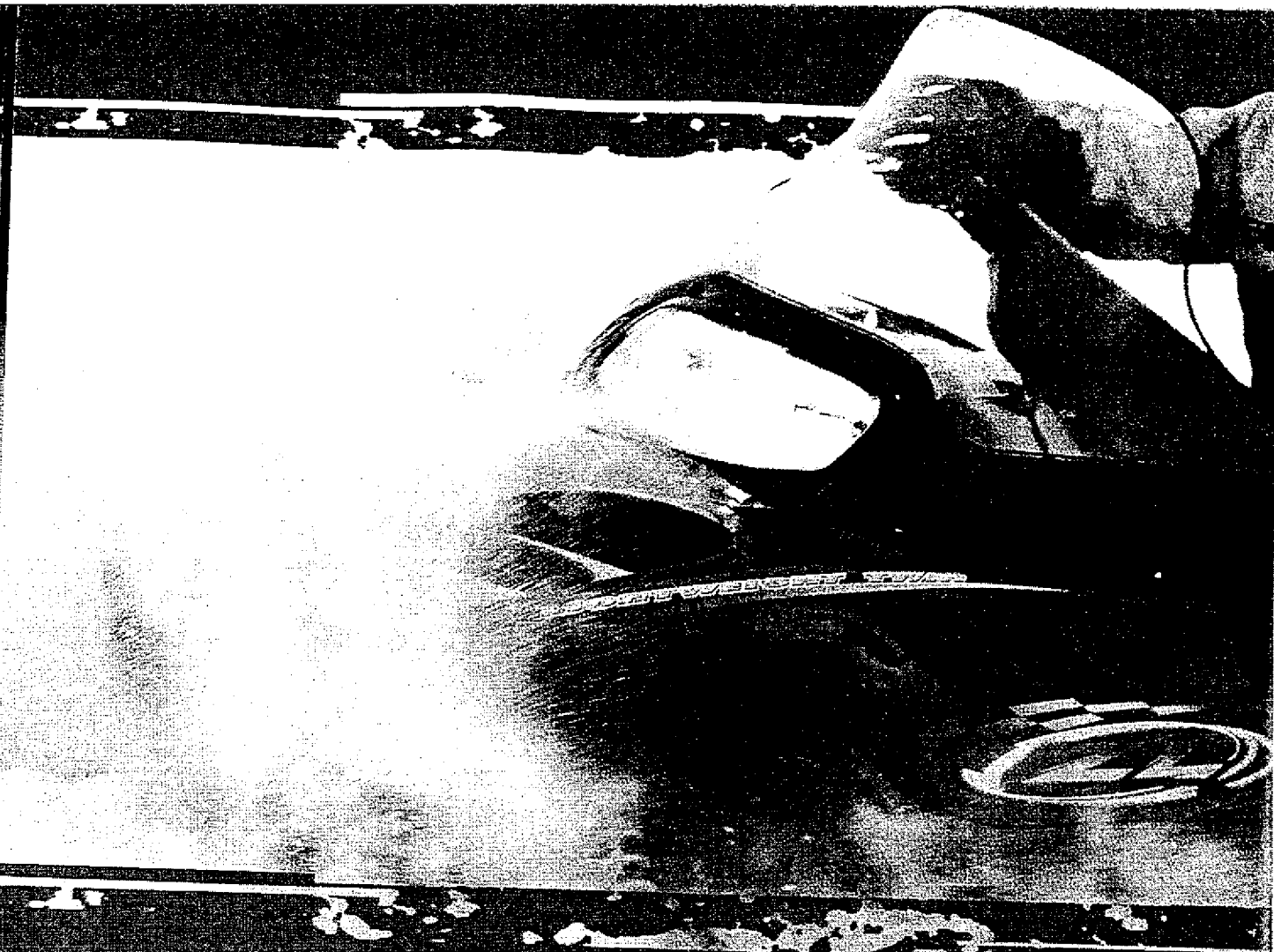
Trail



Some people ride to escape. Others ride just to ride. Whatever your reason, you'll never find more happiness than you experience when you're out on the trail. It doesn't matter if you're riding aggressively or leisurely. You're having fun whether you're taking in the sights, bounding over the whoops, finding the perfect line through the twists in the trail or hurdling along a straightaway. That's the beauty of trail riding — there's a surprise waiting for you around every curve and there's adventure in every mile you travel.

Trail riders are as individual as the trails they ride. This means that a trail sled has to offer the ultimate in versatility. It needs plenty of performance so you can pass the guy on the lake who's kicking up the roost — with just a blip of the throttle. It needs a plush ride for people who're determined to log a couple hundred miles a day whether the trail is groomed or not. And the sled needs spot-on handling to negotiate everything from bends to esses to hairpins.

Trail riding and trail riders are so varied, when a trail rider says, "I want to average 50," you have to wonder whether that's before lunch, or an hour. Whether the rider measures happiness by speedometer or odometer, one thing is sure, there's no more exciting machine to find it on than an Arctic Cat. It's What Snowmobiling's All About.



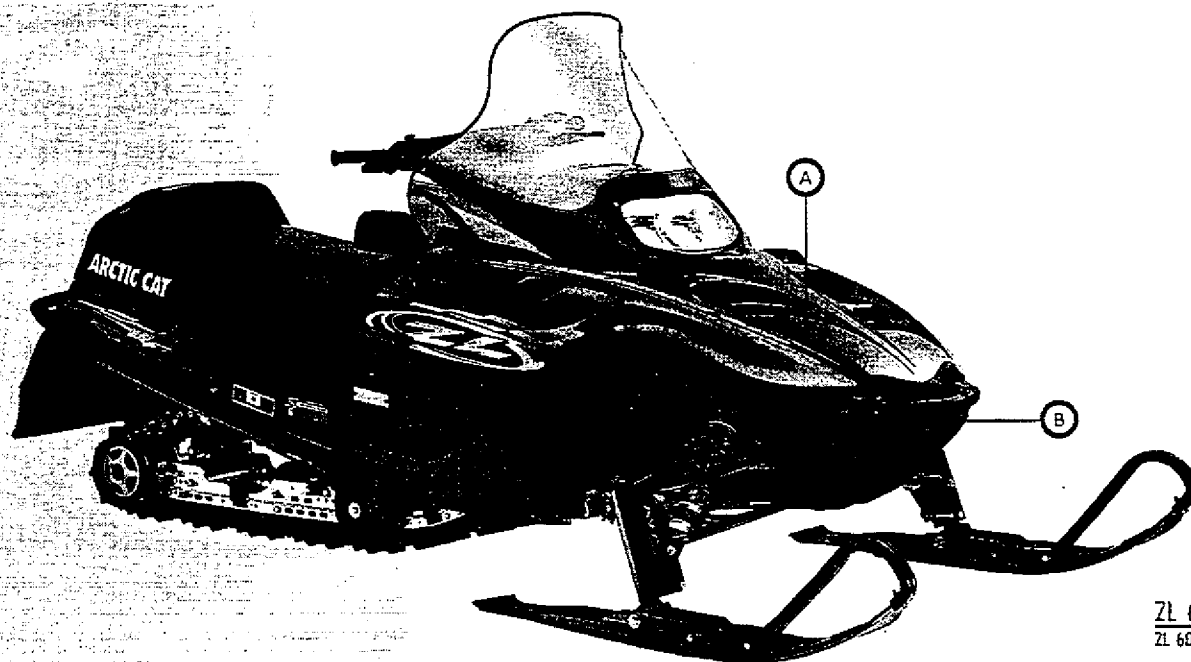
Before you fall in love with the new hood, look what's under it.

When you first see the new ZLs, you may wonder if you're looking at a sled that delivers trail performance or the ultimate in solo touring. The answer, of course, is yes. No matter what kind of trail riding you like to do, there's an Arctic Cat ZL™ for you. Take the exciting all-new ZL™ 800 esr. Below its sexy new hood, available in either black or our unique Solar Illusion, lurks a new 785cc liquid-cooled, case-reed inducted twin with Arctic Power Valves and 140 ponies just waiting for you to say giddyap. Up front it features our legendary AWS V double-wishbone suspension — as do all ZLs. Likewise, in back, you'll find our FasTrack Long-Travel Rear Suspension System with Extra Travel Tunnel (ETT) and Torque Sensing Link (TSL). This package gives you the best of both worlds, a plush — dare we say luxurious — ride that still feels plush after 100+ miles of trail, and a low center of gravity to help you take on the twisties with the best of them. All ZLs have trail-friendly Ryde FX shocks, front and rear. The ZL 800 esr also features our durable Flex Drive electric start, reverse, touring windshield, and mirrors, all standard.

But that's just for starters. There's also the ZL™ 600 EFI esr with our exclusive batteryless EFI, Arctic Power Valves, Flex Drive electric start, touring windshield, reverse, and Solar Illusion hood. These same features (except Arctic Power Valves) are also found on the ZL™ 500 EFI esr.

There are three more ZLs: the ZL™ 600 EFI with Arctic Power Valves, the economical ZL™ 550 and ZL™ 550 esr. All of these come in classic ZL black.

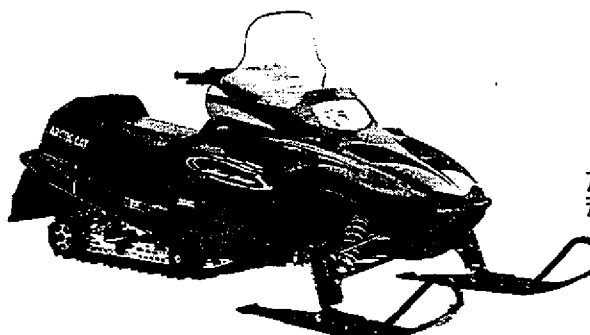
No matter what you're looking for in a trail sled, with the ZLs, love at first sight will quickly give way to love at first ride.



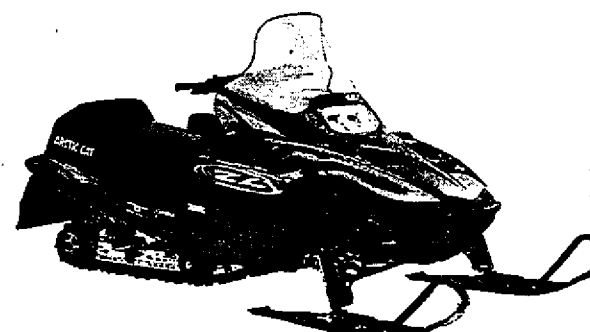
ZL 600 EFI esr**
ZL 600 EFI**



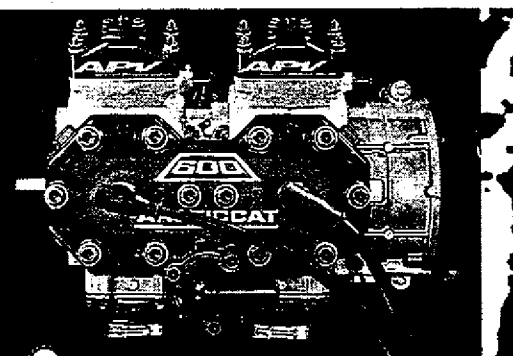
ZL 800 esr**



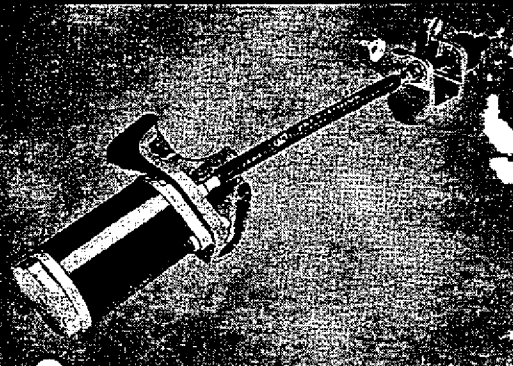
ZL 550**
ZL 550 esr**



ZL 500 EFI esr**



High-tech power: our 599cc liquid-cooled, case-vent induced twin. It, like the 785cc engine, has Arctic Power Valves — electronically controlled utilizing a servomotor for more horsepower, better fuel economy, a broad power range and low maintenance.



Our exclusive new flexible drive design allows us to mount the electric start low on the frame, not on the engine. This protects it from vibration and keeps your center of gravity low.

**ZL 800 esr is available in Solar Illusion and black; ZL 600 EFI esr and ZL 500 EFI esr are available in Solar Illusion only; ZL 600 EFI, ZL 550 esr and ZL 550 are available in black only.

**not pictured



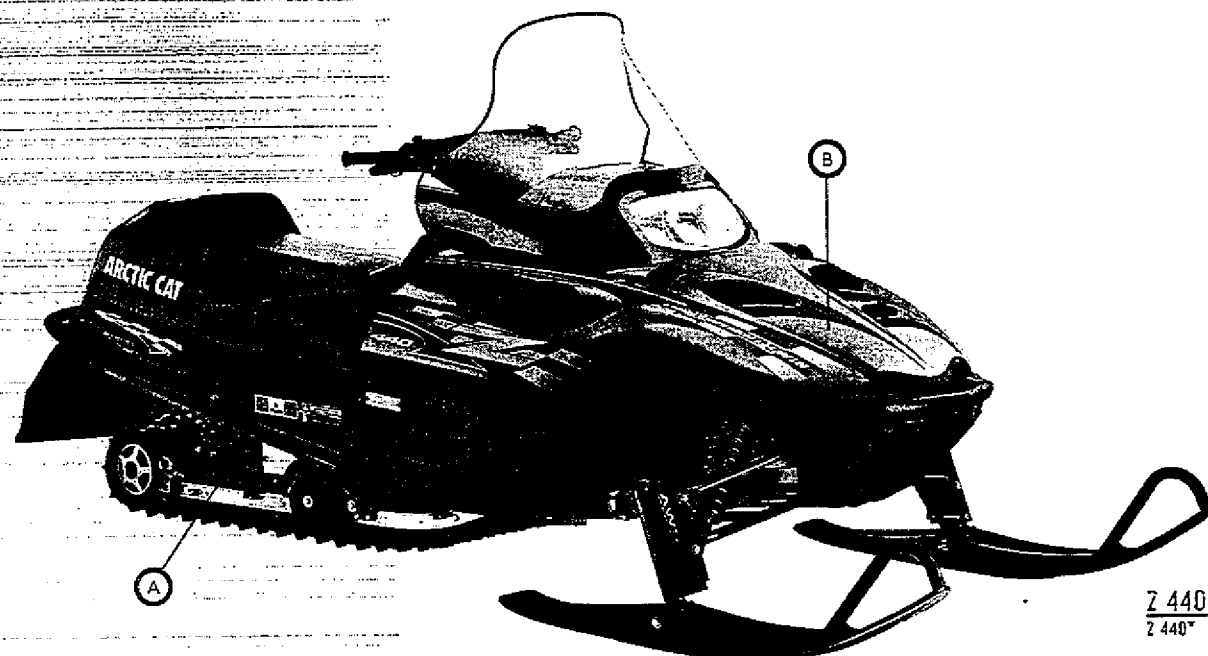
Is the object to see how much fun you can have or how much money you can spend?

Make no mistake about it, the Zs are our most affordable sleds and, dollar for dollar, they're as exciting as any sled we (or anyone else) make. The Zs are full of features, handling and great performance. And this year they top it off with a whole new look.

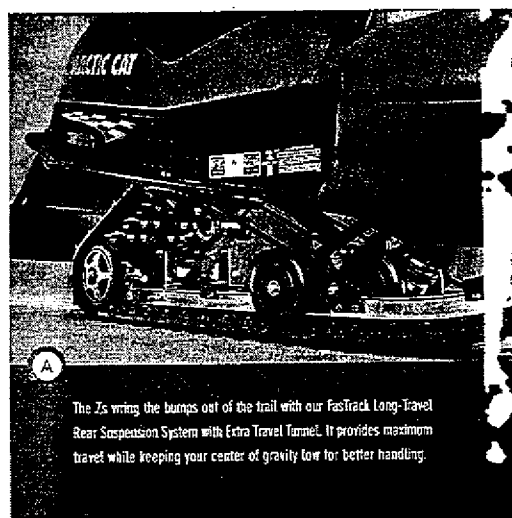
Let's start with our exclusive AWS V front suspension, the industry standard for precise handling without bump steer or scrub. You won't find this suspension on any competitive sled, at any price. Next you get blow-molded plastic skis — they do everything better than steel skis, except rust. Then you get hydraulic twin-tube shocks to soften the bumps. You also get a rear suspension that's just as advanced as the front: our FastTrack Long-Travel Rear Suspension System with Extra Travel Tunnel (ETT). The ETT allows maximum suspension travel while keeping your center of gravity low for superior cornering.

What about performance? Cinch your helmet good and tight. A lightweight new 431cc fan-cooled twin drives the Z° 440 and Z° 440 es, featuring twin carbs and more horses. A lightweight fan-cooled 367cc twin powers the Z° 370 and Z° 370 es. The "es" models give the added convenience of our new electric start. Finally, there's the new look, courtesy of the curvaceous new hood.

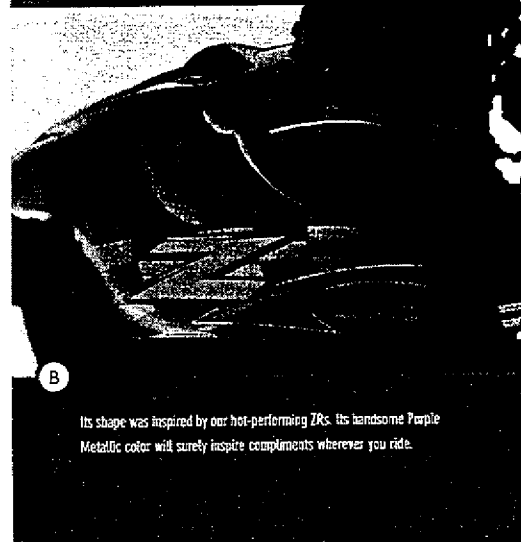
That's the Z family. This year you can choose between Team Arctic green or our handsome new Purple Metallic color. Nowhere else is this much excitement this practical.



Z 440 es**
Z 440*



The Zs wring the bumps out of the trail with our FastTrack Long-Travel Rear Suspension System with Extra Travel Tunnel. It provides maximum travel while keeping your center of gravity low for better handling.



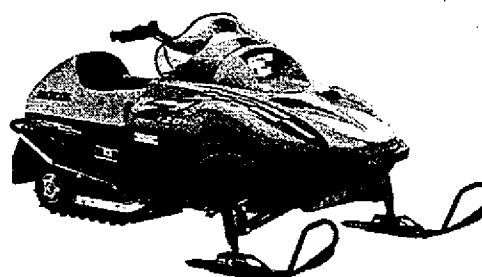
Its shape was inspired by our hot-performing ZRs. Its handsome Purple Metallic color will surely inspire compliments wherever you ride.



Z 370**
Z 375 es*

**Z es models available in Purple Metallic only. Standard Z models available in green only.

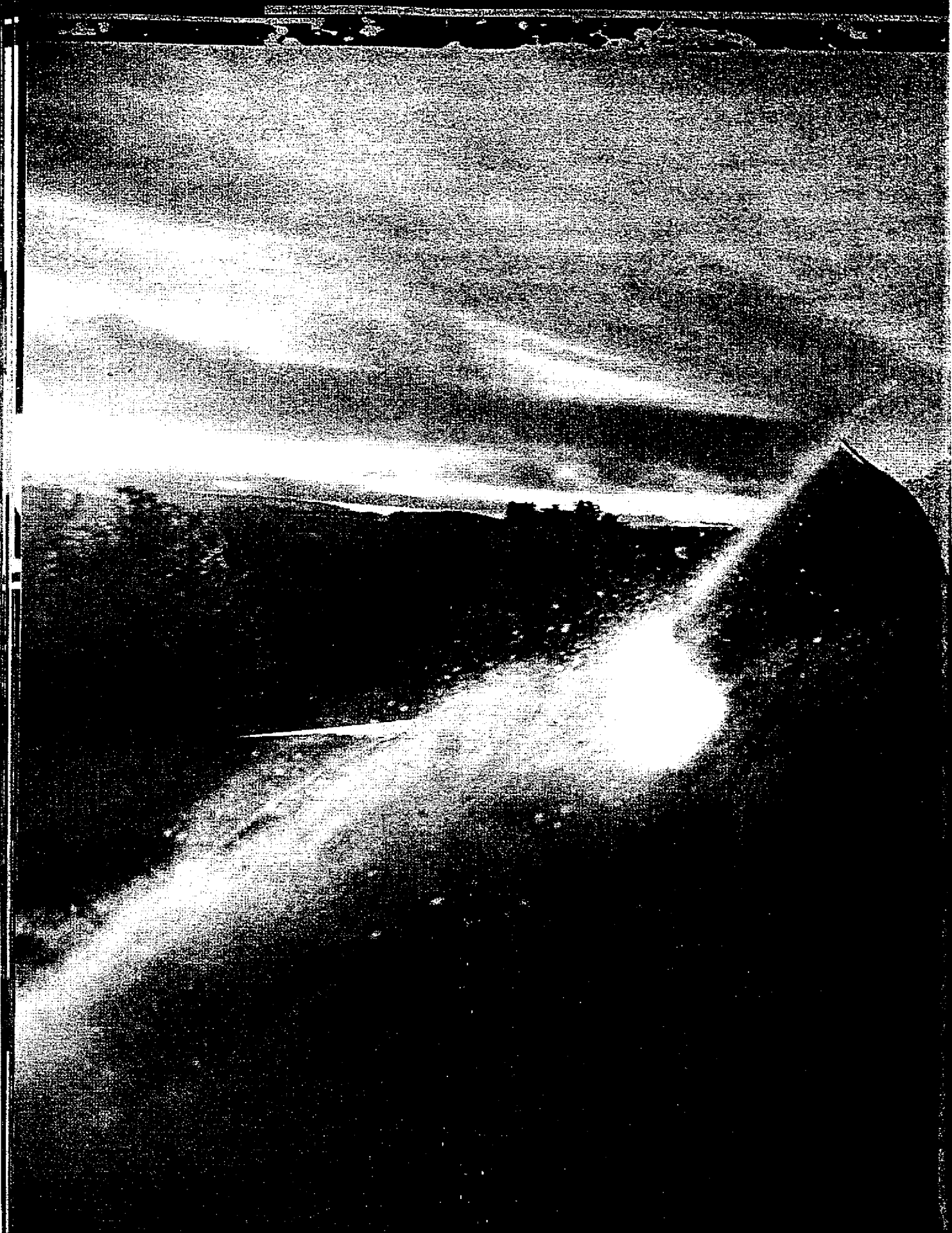
*not pictured



Z 120**

There's no better introduction to snowmobiling than, "Kids, meet your new Z® 120." It has everything a kid could want in a first sled: a 119cc fan-cooled four-stroke motor with a governed top speed of 8 mph, a fiberglass-leaf-spring front suspension and a rear suspension with 4.5 inches of travel. You only get one chance to introduce a kid to snowmobiling. Make it the Z 120.

Hey you with your head in the clouds, how's the riding up there?





Mountain

The answer is, spectacular. Of course, when your head is literally in a cloud, there's no time for daydreaming. Quite the contrary. The powder rider's combination of abilities is unique among athletes. A powder rider needs the balance of a bull rider, the timing of a home run hitter, the agility of a prizefighter and the concentration of an arm wrestler. The uncommon grace of the rider together with the challenge of the ride make snowmobiling in deep powder as beautiful to watch as it is exciting to do.

Mountain riders live to reach higher. As long as there's a new highmark to be set, powder riders will ask for more power and less weight in their sleds. As long as trees cluster on hillsides, mountain boondockers will ask for more maneuverability from their machines. As long as bumps stud the trail, these riders will ask for more from their sleds' suspensions.

In response, we at Arctic Cat® are continually stepping up our technology. And we're happy to report that 2001 represents a watershed year for our powder lineup. In fact, we've outdone ourselves this year. With all due modesty, our mountain sleds have jumped up a couple rungs on the evolutionary ladder with changes big and small, all with the purpose of helping you get the most out of your riding.

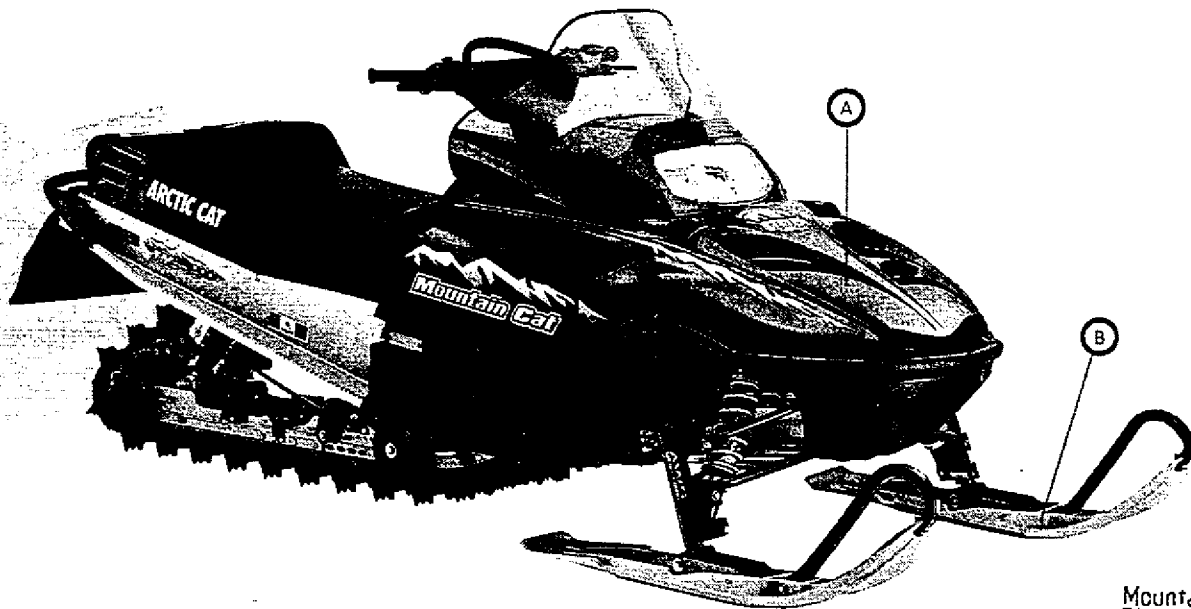
It's natural to expect more from your sled when you ride in a place where the only sign of humanity for miles around is a snowmobile track in the deep snow. It's What Snowmobiling's All About™.



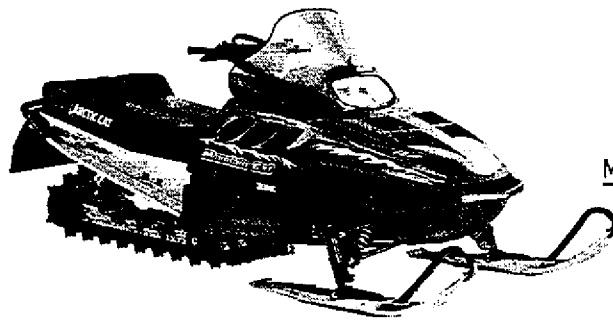
Big mountains. Big snow. Big horizon. Great big news.

Meet the 2001 Mountain Cats, a new name for a new generation of powder sleds, starting with the all-new Mountain Cat® 800. It's powered by a lightweight 785cc case-reed, liquid-cooled twin with Arctic Power Valves that produces 140 mountain-shrinking horsepower. The Mountain Cat® 1000 features a 999cc counterbalanced triple. The Mountain Cat® 600 EFI with Arctic Power Valves, and the Mountain Cat® 500 EFI both offer our exclusive batteryless EFI (BEFI) for dialed-in performance and easy starts regardless of temperature or altitude without the weight of a battery. All four machines boast our exclusive new parabolic plastic skis plus an adjustable riser-block handlebar mount. The mount lets you adjust the handlebar height to fit you and the riding conditions. The Mountain Cat 600 EFI and 500 EFI ride on 136-in. tracks with 2-in. lugs and 1.4-in lugs, respectively; the Mountain Cat 1000 and 800 are supported by new 144-in. tracks with 2-in. lugs to give you unbeatable traction and flotation. All Mountain Cats have 39-in. ski stances for better cornering, maneuvering and sidehilling. Our unique AWS V front suspension supplies responsive steering. Our FastTrack Long-Travel Rear Suspension System with Extra Travel Tunnel (ETT) and Torque Sensing Link (TSL) cushions the bumps while keeping your center of gravity low. The aft section of the sled also has our Mountain Tapered Tunnel.™ Its higher and wider running boards create more clearance and better footholds for sidehilling. Its extreme taper lets the snow discharge better to eliminate trenching. And its adjustable rear arm lets you tailor your ride to your riding style.

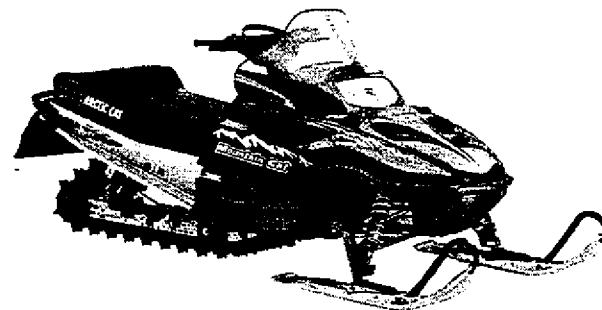
The new Mountain Cats. Easily the most exciting line of powder machines we've ever made.



Mountain Cat 800



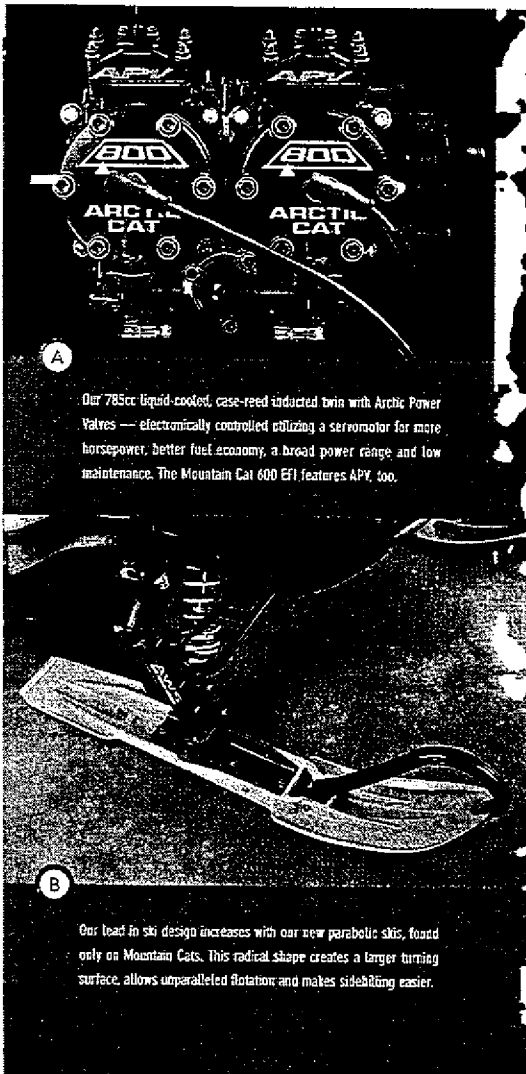
Mountain Cat 1000



Mountain Cat 600 EF



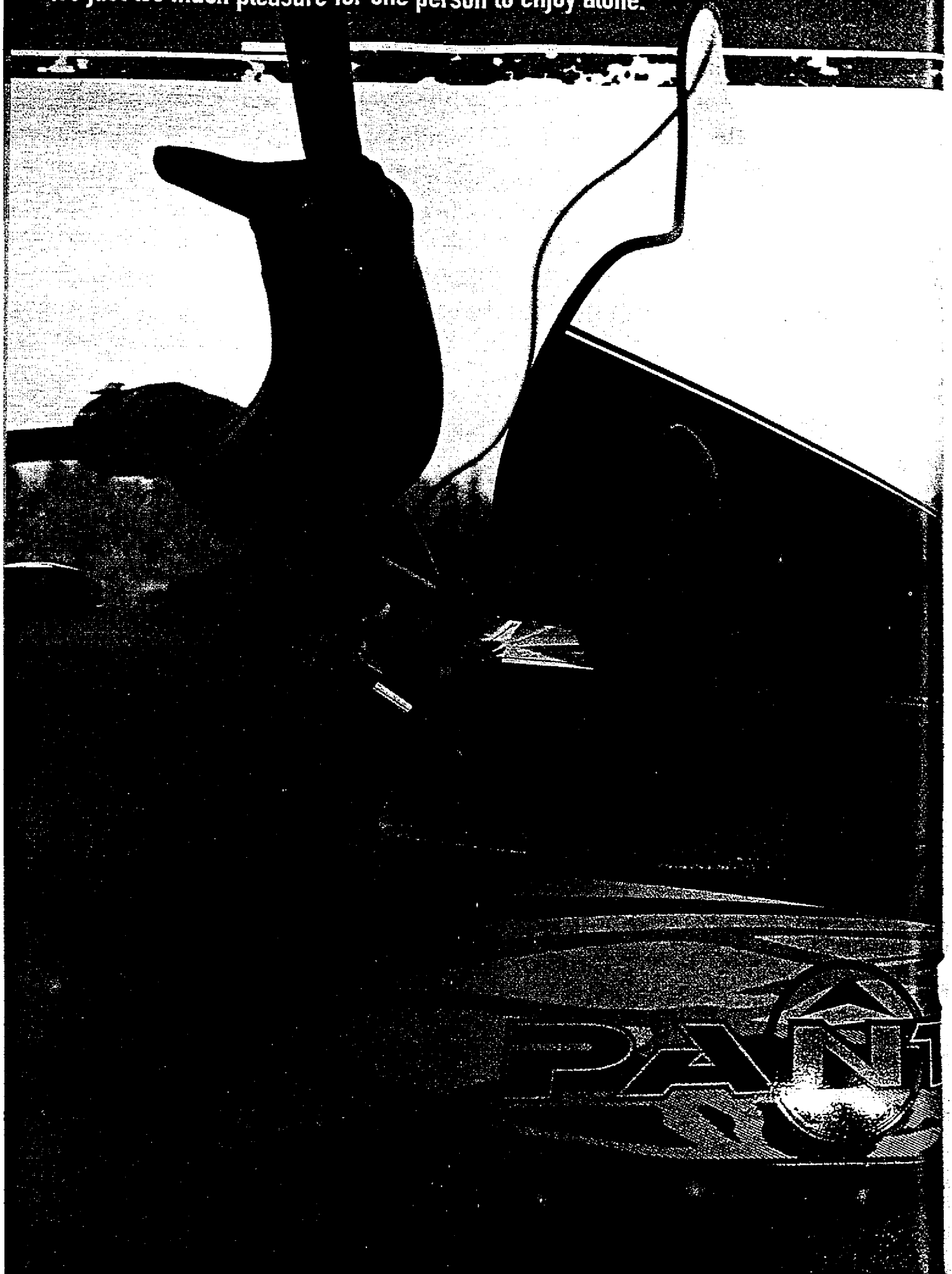
Mountain Cat 500 EF



Our 785cc liquid-cooled, case-reed inducted twin with Arctic Power Valves — electronically controlled utilizing a servomotor for more horsepower, better fuel economy, a broad power range and low maintenance. The Mountain Cat 600 EF features APV, too.

Our lead-in ski design increases with our new parabolic ski, found only on Mountain Cats. This radical shape creates a larger turning surface, allows unparalleled flotation and makes sidehilling easier.

It's just too much pleasure for one person to enjoy alone.



Snowmobiling is so much fun, you can take away all of its competitive aspects and people still enjoy themselves. When it's undertaken as a recreational sport there are no losers, only winners, the prizes being togetherness, fun and shared experiences. It's no wonder why families who ride together also get along together.

You experience a freedom on the trail that you can't anywhere else in winter. Instead of being surrounded by walls that inch ever closer, you're surrounded by the great openness of nature.

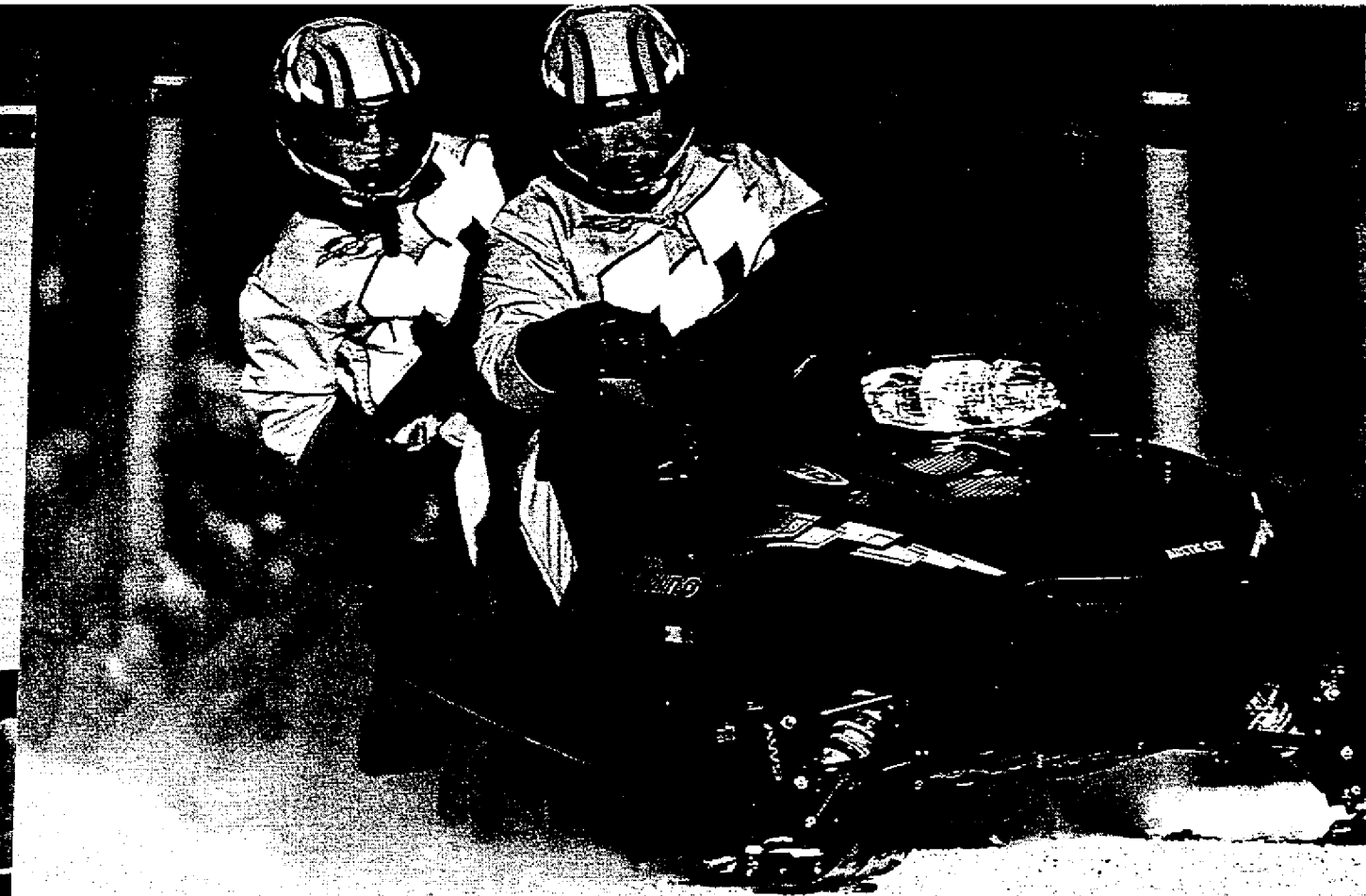
Any shred of claustrophobia disappears as fast as the scenery rushes by. You witness a side of nature that most people don't even know exists.

Maybe you see a rabbit trying to outrun a fox. A great horned owl circling overhead at dusk. Or the fading red-orange of a winter sunset. Or maybe it's the glow of a trailside campfire attended by snowmobilers and a snowman who looks rounder and happier than any you'd see in the confines of the city. There's the snowball fight that isn't a fight at all. The smiles of kids behind a veil of steam rising from cups of hot cocoa.

There are memories to be found, and later shared, every mile up the trail. Photo albums to be filled. Home videos to be recorded.

A family snowmobile ride is the perfect kind of adventure. You never know what you'll encounter next, but you can be certain that you're going to enjoy it. It's What Snowmobiling's All About.





The best sled to leave on is the one that says you've arrived.

You'll have comfort coming and going on an Arctic Cat Pantera and performance coming and going on our Triple Touring. Let's start with luxury. The Panteras offer the handling and plush ride that are Arctic Cat hallmarks. Both Panteras feature our AWS V suspension and 10 in. of travel up front. In back, our FastTrack Long-Travel Rear Suspension System with fiberglass overload springs and Torque Sensing Link (TSL) creates 13.3 in. of trail-softening travel, and with a quick adjustment, you can fine-tune the ride for one rider or two. Front and rear, you'll find Ryde FX shocks to soften the trail.

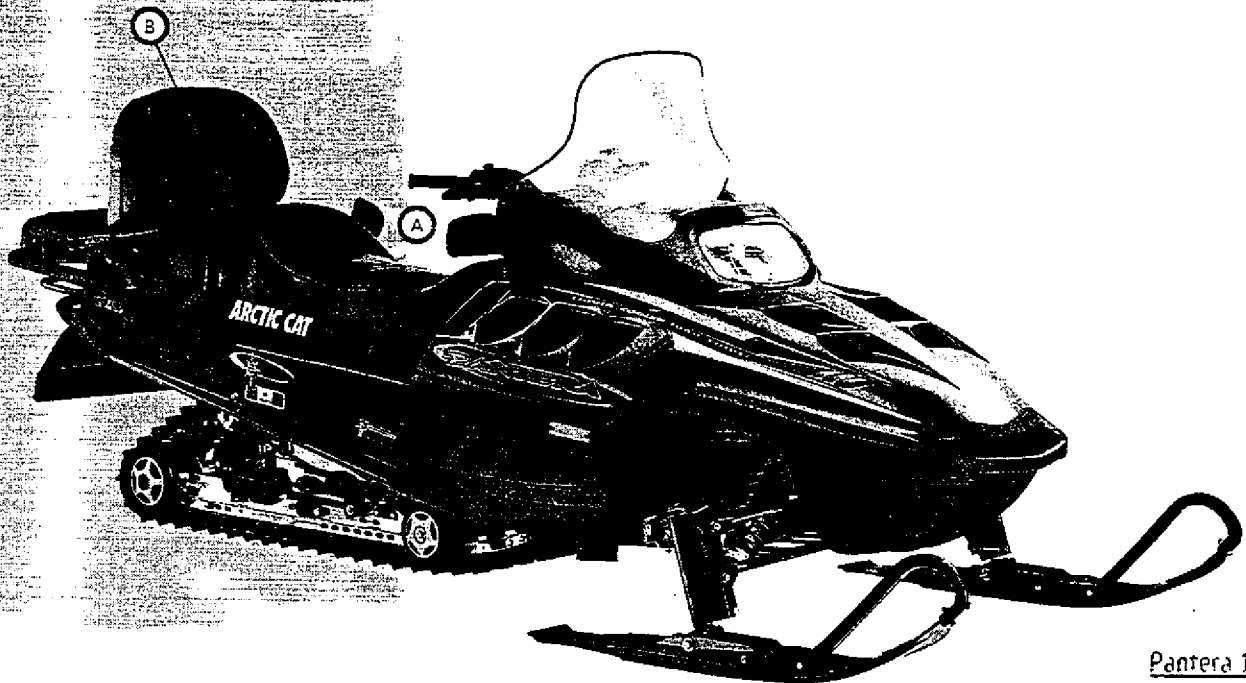
The only thing as smooth as the ride on these sleds is the incredible power of their engines: a 999cc liquid-cooled, case-reed triple on the Pantera® 1000 and a 580 cc liquid-cooled twin with our exclusive batteryless EFI on the Pantera® 580 EFI. For added comfort, each Pantera has an adjustable passenger backrest.

Here's what makes it special. You can detach the passenger seat, then slide the backrest forward to make one-up riding more comfortable. (There's even a specially designed gear bag that fits in the space vacated by the passenger seat.) Heated hand warmers with separate controls for driver and passenger, mirrors, electric start, reverse and durable plastic racks complete the roster of standard niceties. For maximum range, both feature 13-gal. fuel tanks.

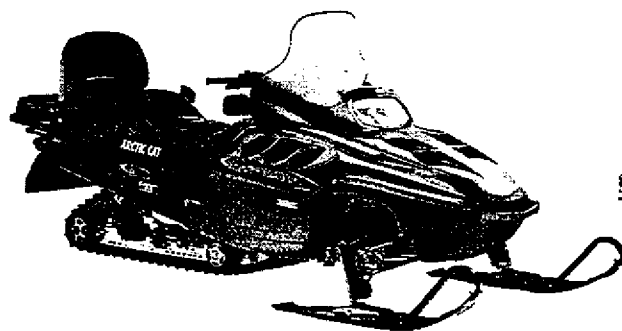
Now, if you're looking for performance, look no further than our exciting Triple Touring machine. Its equipment is similar to the Panteras' with the exception of its engine—a muscular 594cc triple with triple pipes and our Arctic Power Valves for maximum throttle response.

Whether you're arriving or departing, choose a Pantera or Triple Touring for unmatched luxury and comfort or performance and handling.

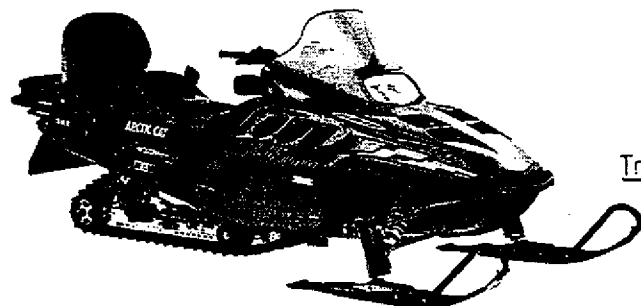
Touring



Pantera 1000



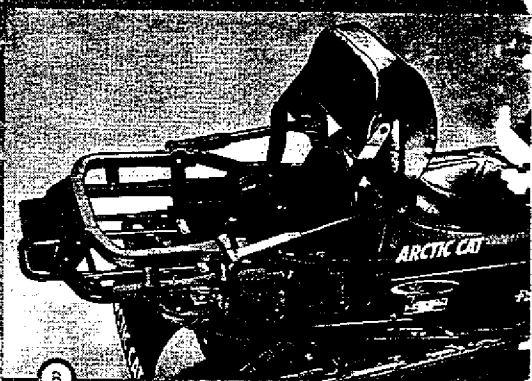
Pantera 500 EFI



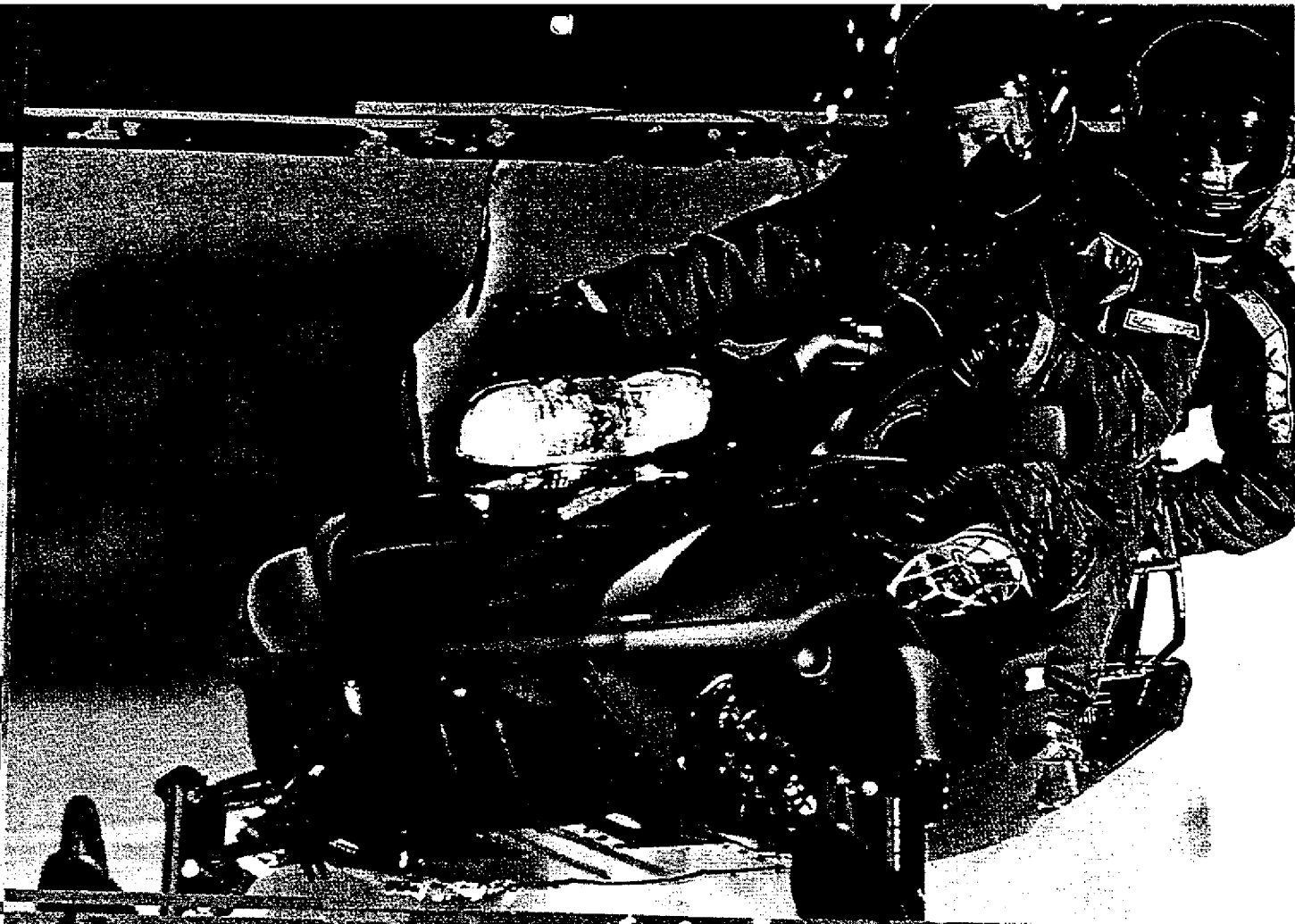
Triple Touring 600



Some consider electric start, reverse, adjustable passenger hand warmers, dual mirrors and full instrumentation to be conveniences. But all it takes is one ride on an Arctic Cat Pantera or Triple Touring and you'll never want to ride without them.



The Panteras and Triple Touring now have a removable passenger seat. Just pop it out and slide the backrest forward for punch-ree-up riding and added storage.



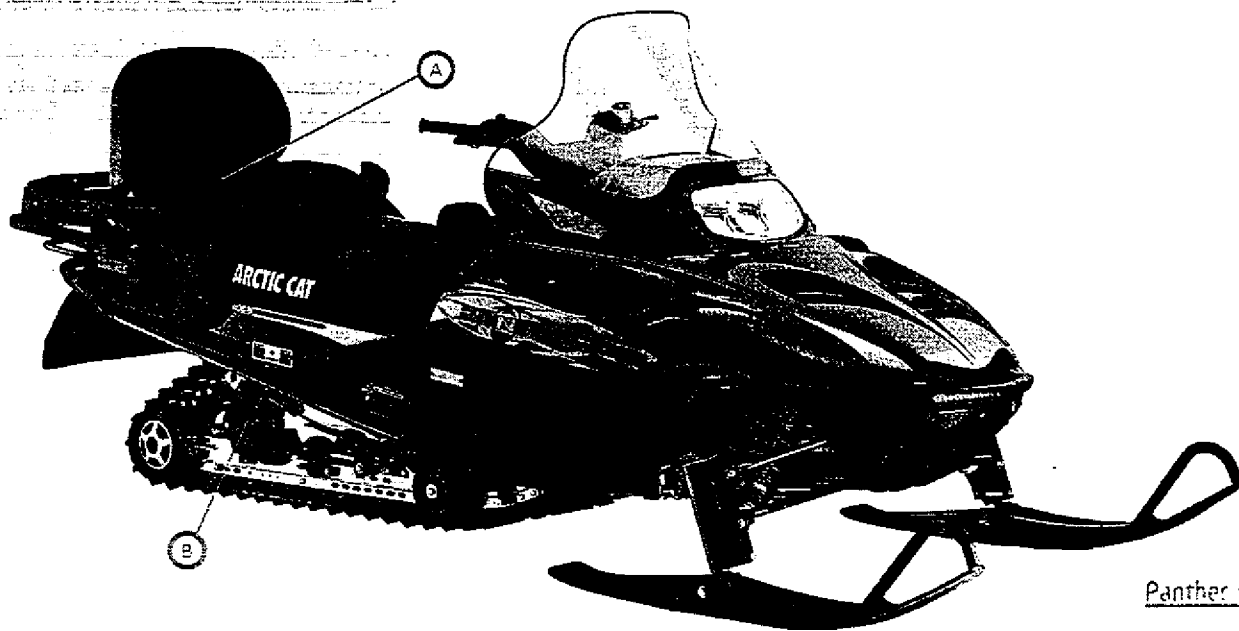
Can pure all-out enjoyment have a practical side?

Meet the line of sleds designed to keep your budget in line: the Panther® 550, Panther® 440, Panther® 440 esr and Panther® 370. All of these sleds are sporting a great new look, a comfortable ride, legendary handling and surprising performance. All without breaking the bank.

Our exclusive suspension package gives these sleds their comfortable ride. The AWS V double-wishbone up front creates 8.4 in. of travel to absorb the bumps in the trail (so your shoulders won't have to). It's standard on all the Panthers. Likewise the EasTrack Long-Travel Rear Suspension System with our Torque Sensing Link (TSL) produces 13.3 in. of travel to absorb the bumps in the trail (so your, uh, Kiester doesn't have to). Again, standard on the Panthers. The Panthers also offer fiberglass overload springs that allow you to adjust the firmness of the ride for one rider or two and the Panther 550 has Ryde FX shocks all around for a plush ride.

This year the Panther 440 and Panther 440 esr will lope along the trails like never before due to their lightweight fan-cooled twin engine with twin carbs. A fan-cooled twin also propels the Panther 370, while a compact liquid-cooled twin propels the Panther 550. All of these machines offer generous rear cargo racks. The Panther 550's saddle is adjustable for one rider or two — remove the passenger seat, slide the backrest forward, and presto, the ultimate in comfort for one-up riding as well as extra cargo space. Finally, the Panther 440 esr features the convenience of electric start, reverse and mirrors.

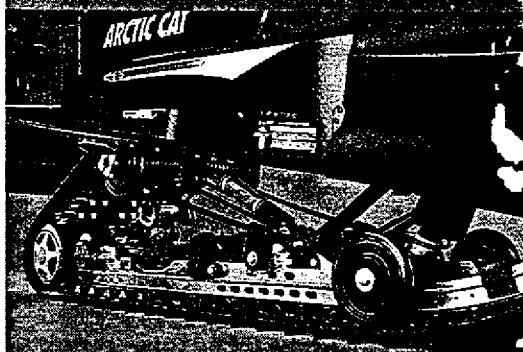
Whether your family prefers to take to the trails one to a sled, or two, the Panthers give you unmatched enjoyment for your dollar.



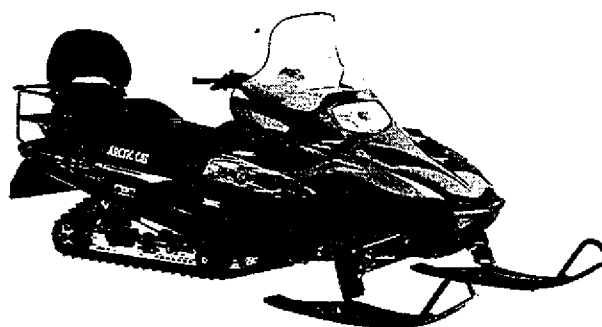
Panther 550 esi



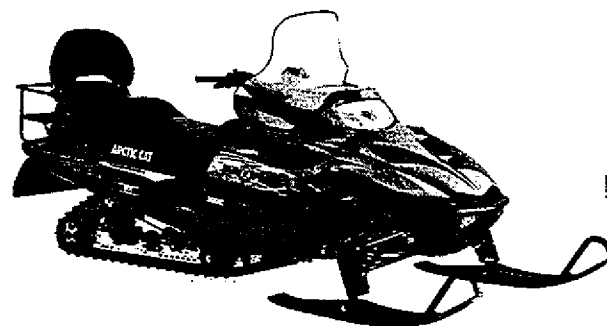
The Panther 550 is now sporting a removable passenger seat. Just pop it out and slide the backrest forward for plush one-up riding. A specially designed go-cart bag fits the space left open by the passenger seat.



Our FastTrack Long Travel Rear Suspension System is complemented by fiberglass overload springs, easily adjustable to accommodate one rider or two.



Panther 440
Panther 440 esi

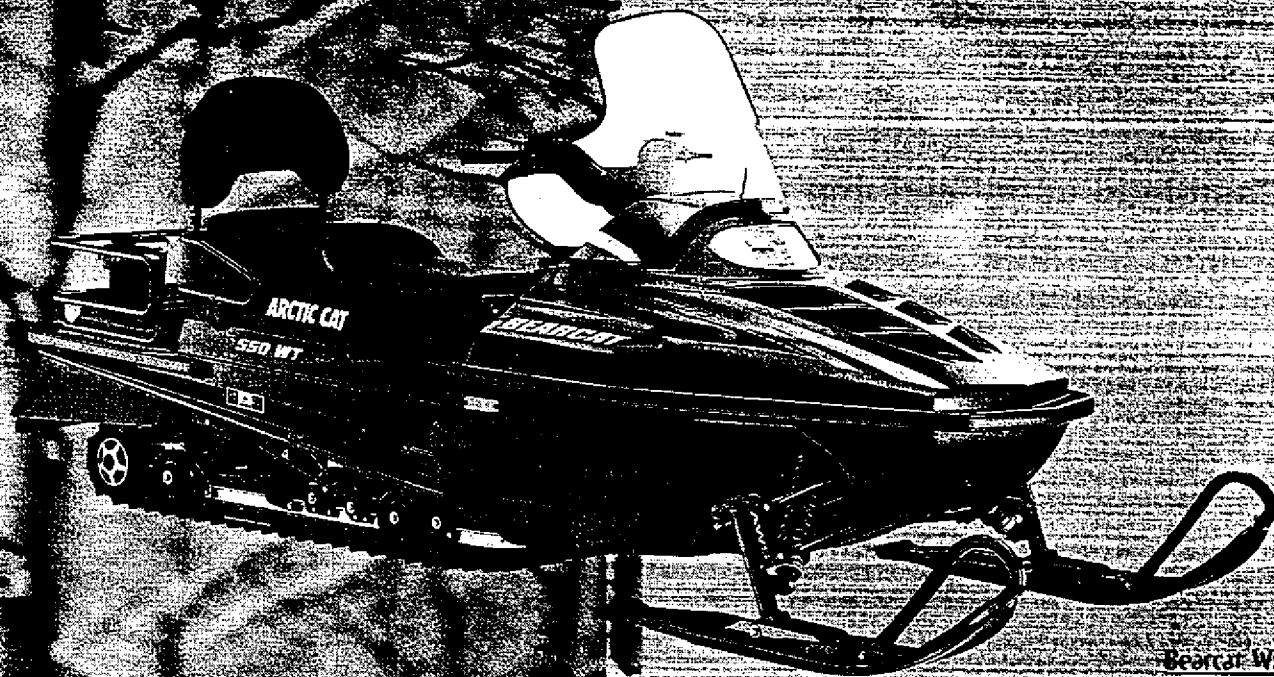


Panther 370

For people who think there's more to winter than snowmobiling.



Sport Snort Utility



Bearcat WideTrack

It's funny that the people who rack up the most miles on their sleds don't necessarily ride them for fun. You ride to your hunting spots. You ride to check your traplines, to check fences, or maybe to visit your neighbor if the trip is quicker by snowmobile than pickup. It's for you that we make the Bearcat® WideTrack. Powered by a beefy 550cc liquid-cooled twin, it rides on a 20-in.-by-156-in. track with 1-in.-deep lugs. The suspension is our exclusive FastTrack Long-Travel Rear Suspension System. This gives you excellent flotation in deep snow and softens the bumps you meet out on the trail. Up front, our AWS III double wishbone suspension provides 8-in. of travel. For added flotation and towing capacity, its plastic skis are set in a 37-in. stance.

The Bearcat WideTrack's wide-ratio-driven clutch gives you good pickup for one-up riding, plenty of grunt when you're towing, and added mobility in deep snow. For extra range, the Bearcat WideTrack sports a whopping 15-gal. fuel tank. For protection against the wind, it has a full windshield. Electric start, under-seat storage and reverse are standard features, too. All in all, the Bearcat WideTrack is the ultimate vehicle for the person who rides a snowmobile to, from and during work. You're the envy of weekend snowmobilers everywhere.

When it comes to personalizing a sled, a registration sticker just isn't enough.





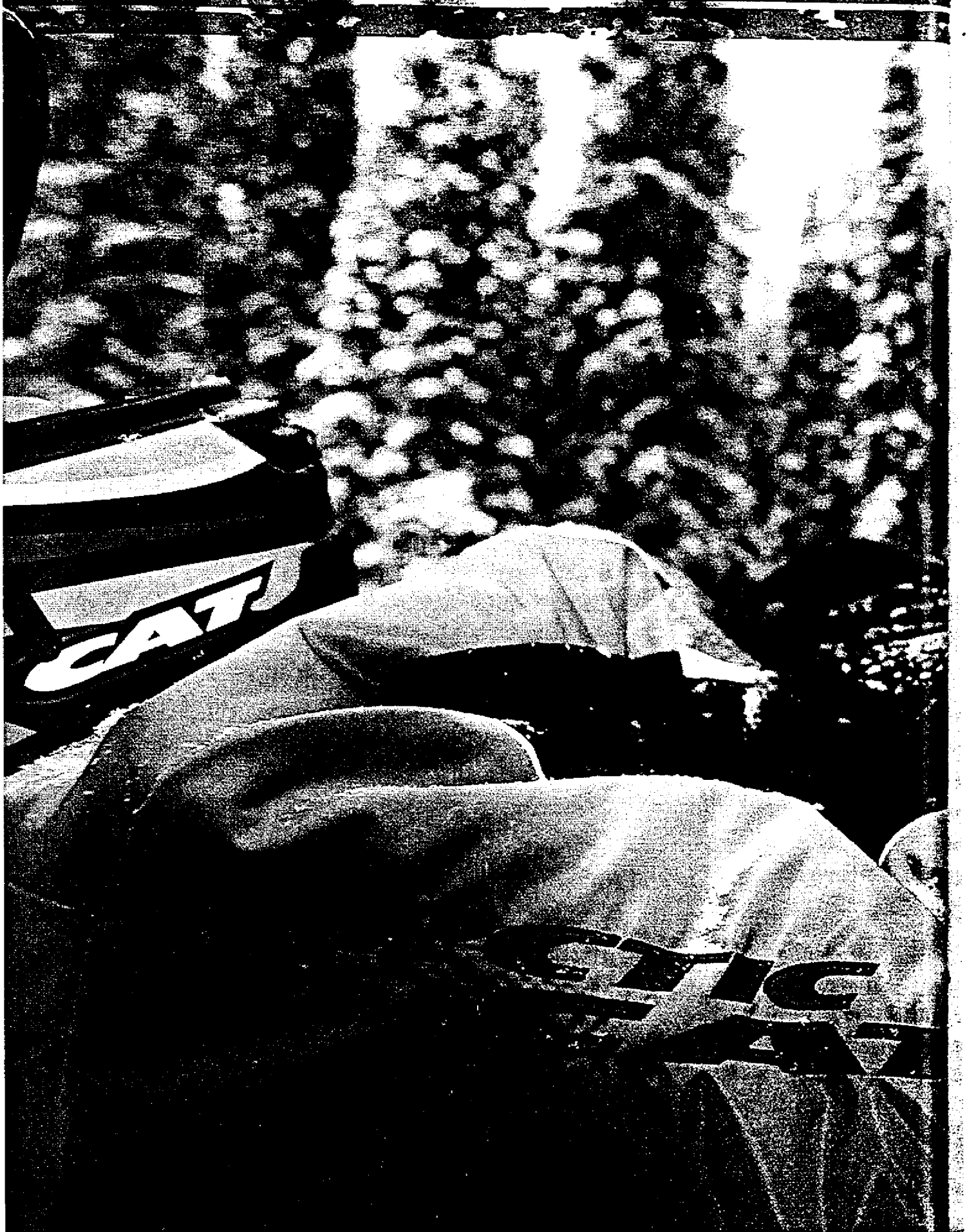
Custom windscreens and windshields. Headlight lens covers. Colorful running board/edge grip plates, ski saddles, ski handles and hood screens. Color Accessory Value Kits. The ways you can make your Arctic Cat a statement of your personality could — and do — fill a book. It's called the Arctic CATalog and it's chock full of accessories that add to the appearance of your Cat™ — from ski tips to snowflap.

Riders looking to add performance to their Cats will find plenty to think about, too. Carbide studs and wearbars, skidplates and Arctic Cat High Performance shocks are all available to make the best-performing sleds perform even better. For peace of mind, you can count on the original-equipment-quality spark plugs and drive belts. Top quality lubricants like Arctic Extreme™ and ZRV™ injection oils plus our fine line of maintenance products, formulated to keep your Cat running and looking like new for seasons to come.

Your source for genuine Arctic Cat accessories is your CATalog and your Arctic Cat dealer — who'd be glad to share an idea or two of his own on how to trick up your Cat. It's one thing when you say it's your sled. It's another when your sled says it's your sled. It's What Snowmobiling's All About.



Zip out liners. The AWS V suspension of clothing.



Arctic Cat's engineering breakthroughs are not limited to just snowmobiles. Our clothing is as advanced as our sleds. This is not so surprising when you consider, like our machines, Arcticwear® garments are designed and made by snowmobilers. This is an important distinction. It doesn't take a snowmobiler to figure out the garments have to be warm. Bold styling and graphics are more a matter of taste than function. But the thing that separates Arcticwear garments from all others — the place where the designers' experience in snowmobile riding shines through — is their performance. Arcticwear jackets and bibs, for instance, are made expressly for riding. This is reflected in the way the shoulder and sleeve are joined to the jacket for maximum mobility in your arms and shoulders. The riding position is also taken into account with the length of the sleeves, and our bibs' exclusive Advanced Dryseat Insert™ that keeps you dry, while providing ample room in the hips for comfortable riding.

The same kind of insight goes into the materials used. Whether it's "Guaranteed To Keep You Dry" Gore-Tex® wind-stopping leather, warm, comfortable Thinsulate™ DuPont Teflon®, or our exclusive Arctic-Tech® Flight Satin. They're all engineered to keep you comfortable in the variety of weather conditions you can encounter while riding. And the occasional snowball fight.

You can literally outfit yourself from head to toe in Arcticwear, from our premium fiberglass helmets to our Cat Tracker™ Extreme boots. And everything is designed to complement the styling of your Arctic Cat snowmobile.

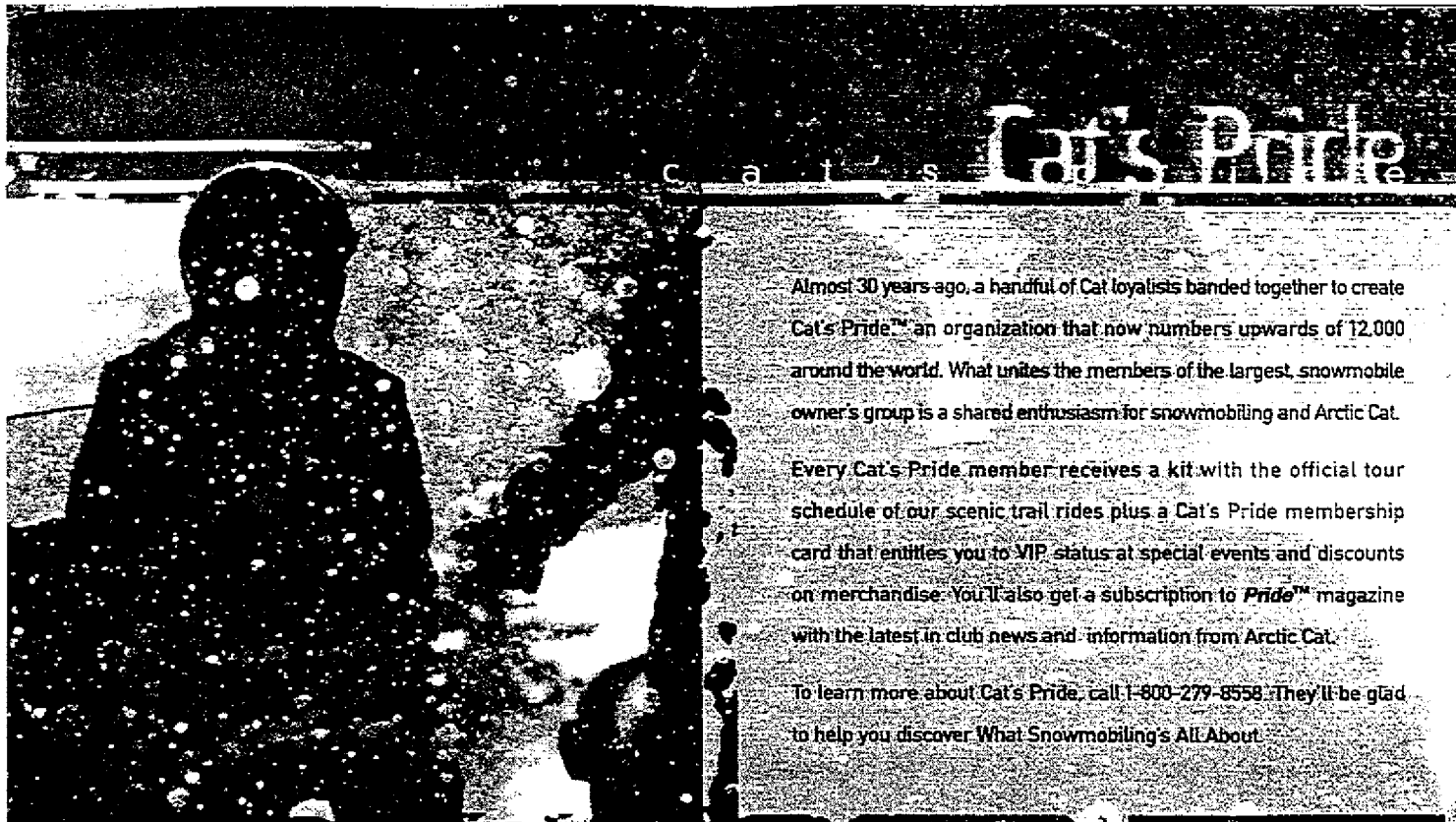
After years of riding, you're ready to discover the sport of snowmobiling.



Performance

Trail

	THUNDERCAT	ZRT 800/ZRT 600	ZR 800/ZR 600/ZR 500	ZR 600 EFI/ZR 500 EFI	ZL 800 ESF/ZL 600 EFI ZL 550 ESF, ZL 550	ZL 600 EFI ESF, ZL 500 ESF
DISPLACEMENT (CC)	999, liquid, triple	794, liquid, triple (800) / 594, liquid, triple (600)	765, liquid, twin (800) / 599, liquid, twin (600) / 497, liquid, twin (500)	599, liquid, twin (600 EFI) / 497, liquid, twin (500 EFI)	765, liquid, twin (800 esf) / 599, liquid, twin (600 EFI) / 550, liquid, twin (550 esf)	599, liquid, twin (600 EFI esf) / 497, liquid, twin (500 EFI esf)
ESTIMATED HORSEPOWER	172	150 (800) / 120 (600)	140 (800) / 110 (600) / 97 (500)	110 (600 EFI) / 92 (500 EFI)	140 (800 esf) / 170 (600 EFI) / 140 (550 esf)	110 (600 EFI esf) / 92 (500 EFI esf)
LUBRICATION	oil injection	oil injection	oil injection	oil injection	oil injection	oil injection
IGNITION	3D	3D	3D (800, 600) / 3D-5 map (500)	3D	3D (800 esf, 600 EFI) / CDI (550 esf)	3D
CARBURETION	3 x TM 38 with TPS	3 x TM 38 with TPS (800) / 3 x TM 36 with TPS (600)	2 x TM 40 with TPS (800) / 2 x TM 36 with TPS (600, 500)	throttle body batteryless EFI	2 x TM 48 with TPS (800 esf) / throttle body batteryless EFI (600 EFI) / 2 x VM 38 (550 esf)	throttle body batteryless EFI
EXHAUST	3 tuned pipes and canister	5 tuned pipes and canister (800) / APV with 5 tuned pipes and canister (600)	APV with tuned pipe and canister (800, 600, 500) / EPTS pipe sensor (500)	APV with tuned pipe and canister (600 EFI) / tuned pipe and canister (500 EFI)	APV with tuned pipe and canister (800 esf, 600 EFI) / tuned pipe and canister (550 esf)	APV with tuned pipe and canister (600 EFI esf) / tuned pipe and canister (500 EFI esf)
DRIVE	Arctic (rpm sensing)	Arctic (rpm sensing)	Arctic (rpm sensing)	Arctic (rpm sensing)	Arctic (rpm sensing)	Arctic (rpm sensing)
DRIVEN CLUTCH	Arctic (roller cam)	Arctic (roller cam)	Arctic (roller cam)	Arctic (roller cam)	Arctic (roller cam)	Arctic (roller cam)
SKI STANCE (IN.)	45	45	45	45	45	45
SKI MATERIAL	plastic	plastic	plastic	plastic	plastic	plastic
FRONT SUSPENSION	AWS V double-wishbone A-arms with Arctic Cat High Performance gas (IIFP) shocks, adjustable preload springs and sway bar	AWS V double-wishbone A-arms with Arctic Cat High Performance gas (IIFP) shocks, adjustable preload springs and sway bar	AWS V double-wishbone A-arms with Arctic Cat High Performance gas (IIFP) shocks, adjustable preload springs and sway bar	AWS V double-wishbone A-arms with Arctic Cat High Performance gas (IIFP) shocks, adjustable preload springs and sway bar	AWS V double-wishbone A-arms with Ryde FX shocks, adjustable preload springs and sway bar	AWS V double-wishbone A-arms with Ryde FX shocks, adjustable preload springs and sway bar
FRONT TRAVEL (IN.)	9.2	9.2	9.1	9.2	10	10
REAR SUSPENSION	FastTrack Long-Travel System slide-rail, adjustable torsion springs, Arctic Cat High Performance gas (IIFP) shocks, Torque Sensing Link rear arm	FastTrack Long-Travel System slide-rail, adjustable torsion springs, Arctic Cat High Performance gas (IIFP) shocks, Torque Sensing Link rear arm	FastTrack Long-Travel System slide-rail, adjustable torsion springs, Arctic Cat High Performance gas (IIFP) shocks, Torque Sensing Link rear arm	FastTrack Long-Travel System slide-rail, adjustable torsion springs, Arctic Cat High Performance gas (IIFP) shocks, Torque Sensing Link rear arm	FastTrack Long-Travel System slide-rail, adjustable torsion springs, Ryde FX shocks, Torque Sensing Link rear arm	FastTrack Long-Travel System slide-rail, adjustable torsion springs, Ryde FX shocks, Torque Sensing Link rear arm
REAR TRAVEL (IN.)	13.5	13.5	13.5	13.5	13.5	13.5
TRACK WIDTH X LENGTH X LUG (IN.)	15 x 121 x .85	15 x 121 x .85	15 x 121 x .85	15 x 121 x .85	15 x 121 x .85	15 x 121 x .85
BRAKES	hydraulic disc	hydraulic disc	hydraulic disc	hydraulic disc	hydraulic disc	hydraulic disc
FUEL CAPACITY (GAL.)	12	12	12	12	12	12
LENGTH X WIDTH (IN.)	112 x 48	112 x 48	112 x 46	112 x 46	112 x 46 (800 esf) / 112 x 48 (600 EFI, 550 esf)	112 x 48
ESTIMATED DRY WEIGHT (LBS.)	575	576 (800) / 533 (600)	499 (800) / 484 (600) / 495 (500)	486 (600 EFI) / 485 (500 EFI)	511 (800 esf) / 496 (600 EFI) / 520 (550 esf) / 502 (550)	518 (600 EFI esf) / 511 (500 EFI esf)
HEADLIGHT	halogen (3-bulb)	halogen (3-bulb)	halogen (3-bulb)	halogen (3-bulb)	halogen (3-bulb)	halogen (3-bulb)
STANDARD EQUIPMENT	tachometer, speedometer, trip odometer, low oil light, coolant overheat light, spark plug holder, belt holder, electric fuel gauge	tachometer, speedometer, trip odometer, low oil light, coolant overheat light, spark plug holder, belt holder, electric fuel gauge	tachometer, speedometer, trip odometer, low oil light, coolant overheat light, spark plug holder, belt holder	tachometer, speedometer, trip odometer, low oil light, coolant overheat light, spark plug holder, belt holder	tachometer, speedometer, trip odometer, low oil light, coolant overheat light, electric start (800 esf, 550 esf), reverse (800 esf, 550 esf), mirrors (800 esf), high windshield, spark plug holder, belt holder, electric fuel gauge (800 esf, 550 esf)	tachometer, speedometer, trip odometer, low oil light, coolant overheat light, electric start, reverse, mirrors, high windshield, spark plug holder, belt holder
OPTIONAL EQUIPMENT	electric start, reverse, mirrors, mountain strap, high windshield, tether switch, 2-passenger seat with backrest, rack, hitch, accessory outlet	electric start, reverse, mirrors, mountain strap, high windshield, tether switch, 2-passenger seat with backrest, rack, hitch, accessory outlet	electric start, reverse, mirrors, mountain strap, high windshield, tether switch, 2-passenger seat with backrest, rack, hitch, accessory outlet	electric start, reverse, mirrors, mountain strap, high windshield, tether switch, 2-passenger seat with backrest, rack, hitch, accessory outlet	electric start (600 EFI, 550 esf), reverse (600 EFI, 550 esf), mirrors (600 EFI, 550 esf), mountain strap, tether switch, 2-passenger seat with backrest, rack, hitch, accessory outlet	mountain strap, tether switch, 2-passenger seat with backrest, rack, hitch, accessory outlet



Cat's Pride

Almost 30 years ago, a handful of Cat loyalists banded together to create Cat's Pride™ an organization that now numbers upwards of 12,000 around the world. What unites the members of the largest snowmobile owner's group is a shared enthusiasm for snowmobiling and Arctic Cat.

Every Cat's Pride member receives a kit with the official tour schedule of our scenic trail rides plus a Cat's Pride membership card that entitles you to VIP status at special events and discounts on merchandise. You'll also get a subscription to *Pride™* magazine with the latest in club news and information from Arctic Cat.

To learn more about Cat's Pride, call 1-800-279-8558. They'll be glad to help you discover What Snowmobiling's All About.

Mountain		Touring		Sport Utility		
Z 440 es/Z 440/Z 370 es Z 370	Z 120	MOUNTAIN CAT 1000 MOUNTAIN CAT 800	MOUNTAIN CAT 600 EFI MOUNTAIN CAT 500 EFI	PANTERA 1000/PANTERA 580 EFI PANTERA TOURING 600	PANTHER 550/PANTHER 440 es PANTHER 440/PANTHER 370	BEARCAT WIDETRACK
451, fan, twin (440's) / 567, fan, twin (370's)	119, fan, single	999, liquid, triple (1000) / 765, liquid, twin (800)	599, liquid, twin (600 EFI) / 497, liquid, twin (500 EFI)	999, liquid, triple (1000) / 580, liquid, twin (580 EFI) / 594, liquid, triple (TT)	550, liquid, twin (550) / 431, fan, twin (440's) / 567, fan, twin (370)	550, liquid, twin
90 (440's) / 37 (370's)	5.6	172 (1000) / 140 (800)	110 (600) / 92 (500 EFI)	172 (1000) / 96 (580 EFI) / 120 (TT)	86 (550) / 50 (440's) / 37 (370)	80
oil injection	oil pump	oil injection	oil injection	oil injection	oil injection	oil injection
CDI	CDI	30	50	30	CDI	CDI
2 x YM 34 (440's) / YM 32 (370's)	B-18	3 x TM 38 with TPS (1000) / 2 x TM 40 with TPS (800)	throttle body batteryless EFI	3 x TM 38 with TPS (1000) / throttle body batteryless EFI (580 EFI) / 3 x TM 36 with TPS (TT)	2 x YM 38 (550) / 2 x YM 34 (440's) / YM 32 (370)	2 x YM 38
tuned pipe and canister	canister	3 tuned pipes and canister (1000) / APV with tuned pipe and canister (800)	APV with tuned pipe and canister (600 EFI) / tuned pipe and canister (500 EFI)	3 tuned pipes (1000) / tuned pipe and canister (580 EFI) / APV with 5 tuned pipes and canister (TT)	tuned pipe and canister	tuned pipe and canister
Arctic (rpm sensing)	centrifugal	Arctic (rpm sensing)	Arctic (rpm sensing)	Arctic (rpm sensing)	Arctic (rpm sensing)	Arctic Wide Ratio (rpm sensing)
Arctic (roller cam)	n/a	Arctic (roller cam)	Arctic (roller cam)	Arctic (roller cam)	Arctic (roller cam) (550, 440's) / Arctic Wide Ratio (with roller cam) (370)	Arctic Wide Ratio (with roller cam)
41	32	39	39	43	41	37
blow-molded plastic	steel	plastic (parabolic)	plastic (parabolic)	plastic	blow-molded plastic	plastic
AWS V double-wishbone A-arms with hydraulic twin tube shocks	fiberglass leaf spring	AWS V double-wishbone A-arms with Arctic Cat High Performance gas (HP) shocks and adjustable rate springs	AWS V double-wishbone A-arms with Ryde FX shocks and adjustable rate springs	AWS V double-wishbone A-arms with Ryde FX shocks, adjustable preload springs and sway bar	AWS V double-wishbone A-arms with Ryde FX shocks, adjustable preload springs and sway bar (550) / AWS V double wishbone A-arms with hydraulic twin tube shocks (440's, 370)	AWS III double-wishbone A-arms with Ryde FX shocks and adjustable preload springs
8.4	3	7.35	7.35	10	8.4	6
FastTrack Long-Travel System slide-rail, adjustable torsion springs, hydraulic twin tube shocks	slide-rail, fiberglass spring	FastTrack Long-Travel System slide-rail, adjustable torsion springs, Arctic Cat High Performance gas (HP) shocks, Torque Sensing Link rear arm	FastTrack Long-Travel System slide-rail, adjustable torsion springs, Ryde FX shocks, Torque Sensing Link rear arm	FastTrack Long-Travel System slide-rail, adjustable torsion springs, Ryde FX shocks, fiberglass overload springs, Torque Sensing Link rear arm	FastTrack Long-Travel System slide-rail, adjustable torsion springs, Ryde FX shocks, fiberglass overload springs, Torque Sensing Link rear arm	FastTrack Articulated Long-Travel System slide-rail, adjustable torsion springs, Ryde FX shocks, fiberglass overload springs
15.5	4.5	13.5	13.5	13.5	13.5	8.5
15 x 12 x .75	11 x 68 x .5	15 x 144 x 2.00	15 x 156 x 2.00 (600 EFI) / 15 x 156 x 1.40 (500 EFI)	15 x 156 x .75	15 x 156 x .75	20 x 156 x 1.00
Quick-Adjust disc	adjustable band	hydraulic disc	hydraulic disc	hydraulic disc	hydraulic disc (550) / Quick-Adjust disc (440's, 370)	hydraulic disc
12	9.5	12	12	13	13	15
112 x 46	74 x 36	118.5 x 47.5 (1000) / 118.5 x 45 (800)	118.5 x 45	133 x 48	131 x 48 (550) / 126 x 47 (440's, 370)	133 x 43
449 (440 es) / 450 (440) / 473 (370 es) / 454 (370)	165	590 (1000) / 525 (800)	588	667 (1000) / 578 (580 EFI) / 628 (TT)	569 (550) / 548 (440 es) / 529 (440) / 464 (370)	659
halogen (3-bulb)	incandescent	halogen (3-bulb)	halogen (3-bulb)	halogen (3-bulb)	halogen (3-bulb)	halogen
speedometer, trip odometer, low oil light, electric start (440 es, 370 es), high windshield (440 es, 370 es), spark plug holder	n/a	tachometer, speedometer, trip odometer, low oil light, coolant overheat light, mountain strap, spark plug holder, belt holder, rack	tachometer, speedometer, trip odometer, low oil light, coolant overheat light, mountain strap, spark plug holder, belt holder, rack	tachometer, speedometer, trip odometer, low oil light, coolant overheat light, electric start, reverse, mirrors, high windshield (1000, 580 EFI), spark plug holder, belt holder, detachable 2-passenger seat with backrest, rack, accessory outlet (1000, 580 EFI), electric fuel gauge	tachometer (550), speedometer, trip odometer, low oil light, coolant overheat light (550), electric start (550, 440 es), reverse (550, 440 es), mirrors (550, 440 es), high windshield, spark plug holder, belt holder (550), 2-passenger seat with backrest (detachable on 550), rack	speedometer, trip odometer, low oil light, coolant overheat light, electric start, reverse, high windshield, spark plug holder, belt holder, 2-passenger seat with backrest, rack, hitch, accessory outlet
tachometer, electric start (440, 370), reverse, mirrors, mountain strap, high windshield (440, 370), tether switch, belt holder, 2-passenger seat with backrest, rack, hitch, accessory outlet	n/a	electric start, reverse, mirrors, high windshield, tether switch, hitch, accessory outlet	electric start, reverse, mirrors, high windshield, tether switch, hitch, accessory outlet	high windshield (TT), tether switch, hitch, accessory outlet (TT)	tachometer (440's, 370), electric start (440, 370), reverse (440, 370), mirrors (440, 370), tether switch, belt holder (440's, 370), hitch, accessory outlet	tachometer, mirrors, tether switch



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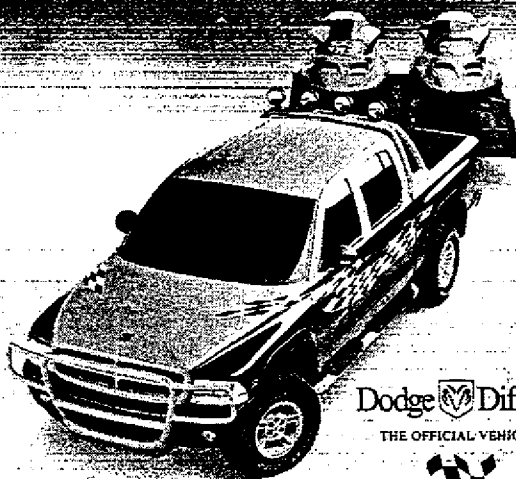
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